The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4805 | 光緒三十一年五月初三號 | MONDAY, JUNE 5, 1905. | 一年禮 | 號五月六英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 9,720,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	NEW YORK.
NAGASAKI.	HONOLULU.
LYONS.	SHANGHAI.
SAN FRANCISCO.	NEWCHWANG.
BOMBAY.	MUKDEN.
TIENTSIN.	PORT ARTHUR.
PEKING.	CHEFOO.
KOBE.	DALNY.
LONDON.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd May, 1905. [20

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $18,000,000
Silver Reserve .....$ 8,000,000 }
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson. | H. Schubart, Esq.
E. Goetz, Esq. | E. Shellim, Esq.
G. H. Medhurst, Esq. | Hon. R. Shewan.
A. J. Raymond, Esq. | N. A. Siebs, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hankow
Tientsin	Tsingtau	Tsinanfu

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, UNION OF LONDON AND SMITHS BANK, LTD. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [2

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP.....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vœux Road,
Hongkong, 26th May, 1905. [21

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PENANG.
CHEFOO.	SINGAPORE.
HANKOW.	TIENTSIN.
PEKING.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £875,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
„ „ „ 6 „ ...3½ „
„ „ „ 3 „ ...2½ „

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [24

ALL SUFFERERS
FROM
NERVOUSNESS AND GENERAL
DEBILITY
SHOULD TRY OUR
NERVINE PILLS.

THEY stimulate and brace up the system and act also as a First-class Tonic.

IN BOTTLES... ... ...$1.50.

THE PHARMACY,
56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905. [43

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1901. [57

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokuku, Hondo, Ichimura, Kanada, Mamoda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshiotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

38]

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.,	SOCOTRA ..... C. J. Benton, R.N.R.....	About 7th June	Freight only.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	JAVA ..... S. Barcham	About 10th June	Freight and Passage.
SHANGHAI.....	SIMLA..... F. R. Summers.....	About 15th June	Freight and Passage.
LONDON, &c.....	BENGAL..... G. Philipps	June 17th, Noon	*See Special Advertisement.*

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 3rd June, 1905. [2

Intimations.

LANE, CRAWFORD & CO.

—for—

HARDWARE DEPARTMENT.

BRITISH MADE COOKING STOVES
"THE DOVER"
No. 8.....$50.00 No. 9.....$65.00

WROUGHT STEEL ENAMELLED SAUCEPANS
will not CHIP or CRACK in use
2 3 4 5 6 7 8 10 12 16 PINTS
$1.00 1.10 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 EACH.

TIN JELLY MOULDS.
A LARGE VARIETY FROM 60 CENTS EACH.

FOOT BATHS - - - - - from $4.00
TOILET CANS - - - - - „ 2.50
BLOCK TIN TEA & COFFEE POTS „ 1.00 each
MILK SAUCEPANS - - - $2.25 & 3.00 „

"GEM" ICE CREAM FREEZERS
2 4 6 8 QUART
$6.50 10.50 12.50 16.50 EACH.

RODGERS' TABLE CUTLERY.
ELECTRO PLATED FORKS, SPOONS, ETC.
LANE, CRAWFORD & Co.

Hongkong, May 11th, 1905. [34

POTASH SULPHUR WATER
IN BOTTLES, HALF-BOTTLES AND SPLITS.

FOR STOMACH troubles and all diseases arising from excess of URIC ACID such as Rheumatism and Rheumatic Gout consumers are benefited by drinking the water, it being a perfect alkaline corrective. It mixes well with Wines and Spirits without in any way destroying the flavour.

Telephone No. 75.

Sole Agents for Hongkong:—
CALDBECK, MACGREGOR & CO.,
15, Queen's Road.

Hongkong, 28th April, 1905. [37

E. C. WILKS & CO.,

CONSULTING ENGINEERS, ETC.,

are Sole Agents for—

The General Electric Co. of London, and have a large stock of Electric Fittings, Cables, Wire, Lamps, Electroliers, etc., on hand,

AT 12, BEACONSFIELD ARCADE,

HONGKONG.

INSPECTION INVITED. ESTIMATES GIVEN.

Also Sole Agents for:

H. W. John's Canadian Asbestos Goods, stock on hand.

THORNYCROFT MOTORS.

W. H. ALLEN & SON, BEDFORD.

Stewart & Lloyd's Steel Plates, Angles, Tubes, &c.

Hongkong, 1st June, 1905. [101

Intimations.

When nature flags,

and health fails,

try

BOVRIL

57]

PURE AND CHEAP

California Riesling	-	-	$6.50 per Dozen	Quarts
Do.	Do.	- -	3.75 „ „	Pints
Do.	Hock	- -	6.50 „ „	Quarts
Do.	Do.	- -	3.75 „ „	Pints

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1905. [36

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [26

MACAO HOTEL,

SITUATED IN THE CENTRE OF THE PRAYA GRANDE, FACING THE SEA.
Undoubtedly the Coolest Spot in Macao.
The only building in the City Electrically Lighted.
WATER PAVILION AND KIOSK.
MILITARY BAND EVERY SATURDAY DURING THE SUMMER.
SEA BATHING. GOLF LINKS.
MODERATE RATES FOR FAMILIES.

Important Notice:
Rooms are being rapidly booked for the Summer Months and early application is necessary.
Macao possesses all the advantages of a trip to Japan at half the expense.
"Macao, the Gem of the Orient Earth."

172 WM. FARMER, Proprietor and Manager.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. ...Every 10 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 29th December, 1904. [65

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [44

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons.....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " R. D. Thomas.
" "FATSHAN," .....2,260 " ..... " W. A. Valentine.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons.....Captain J. Willox.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN".....Capt. B. Branch. S.S. "SANUI".....Capt. H. Black.

Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiuhing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single $17.50, Return $30.00. Round trip tickets to Wuchow returning via Canton or vice versa $36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"...Capt. R. Birss. S.S. "HONGKONG"...Capt. Maxfield

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

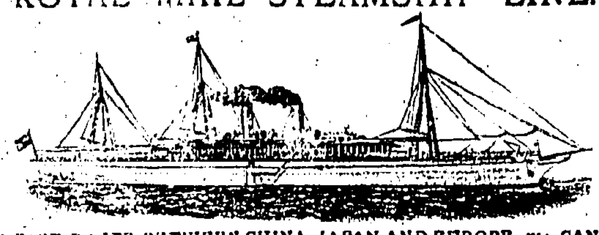
FARES:—Hongkong to Kong Moon.. .....Single $6.00
Hongkong to Kumchuk .....Single $7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905. [9

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"... 6,000 Tons..... WEDNESDAY, 21st June.
" "TARTAR" ..... 4,425 " ..... WEDNESDAY, 5th July.
" "EMPRESS OF JAPAN"... 6,000 " ..... WEDNESDAY, 12th July.
" "EMPRESS OF CHINA"... 6,000 " ..... WEDNESDAY, 2nd August.
" "ATHENIAN"..... 2,440 " ..... WEDNESDAY, 9th August.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
9, *Pedder's Street.*

Hongkong, 31st May, 1905. [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
C. FERD. LAEISZ von Hoff	H'VRE, DUNKIRK, B'MEN & H'BURG. (Calling at S'PORE, PENANG & COLOMBO).	12th June.	Freight.
BRISGAVIA Russ	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th June.	Freight.
SITHONIA Hildebrandt	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	12th July.	Freight.
ACILIA Schülke	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	26th July.	Freight.
ALESIA Sachs	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th August.	Freight.
NUBIA Habel	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	5th June.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1 Queen's Buildings.

Hongkong, 31st May, 1905. [4

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 15th November, 1904. [47

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS:
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 7th day of June, 1905, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 5th June, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th June, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.

ON TUESDAY, the 27th June, 1905, at Noon, the Steamship *WILLEHAD*, Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
KOBE & YOKOHAMA	*WILLEHAD*	TUESDAY, 6th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*DARMSTADT*	WEDNESDAY, 7th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*SACHSEN*	WEDNESDAY, 21st June.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 31st May, 1905. [3

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAVA	First half June	JAPAN VIA SHANGHAI	First half June
TJILATJAP...	JAVA	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAHI.....	JAPAN	Second half June	JAVA PORTS	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 2nd June, 1905. [14

Intimations.

A FOOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905. [62

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1895.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellams Duplicator.

Hongkong, 23rd February, 1905 [62

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VOEUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1902. [61

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A 1, and Watkins.

Yokohama, May 23rd, 1905. [76

C. W. MEAD, C. E., President and Shanghai Manager.
N. M. HOLMES, C. E., Vice-President and Hongkong Manager.
A. F. CARRICK, C. E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY,
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway
Hydraulic
Mining and
Sanitary
Engineering.

A Speciality made of Reinforced Concrete and Concrete Piles.

Examinations
Surveys
Reports and
Estimates.

On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905. [208

"MINIMAX"
HAND
FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

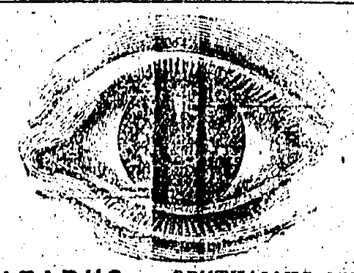
IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting.
Destroys all smoke.
Can be used by anyone, even lady or child.
Minimum of Price, Weight and Size.

"MINIMAX"

Always ready for Immediate use.
Requires only one hand to hold.
Weight only 18 lbs. when full.
Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [553



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
10, D'AGUILAR STREET, HONGKONG,
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road
Hongkong, 24th March, 1904. [40

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THE
KOWLOON HOTEL.
KOWLOON.
J. W. OSBORNE, Proprietor and Manager.
291

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900. [78

Dentistry.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1904. [66

THE AMERICAN SYSTEM OF DENTISTRY.
M. H. CHAUN, D. D. S.,
37, DES VOEUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904 [67

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
Hongkong, 19th May, 1904. [87

Intimation.

WM. POWELL,

LIMITED.

—ALEXANDRA BUILDINGS.—

FURNISHING - - DEPARTMENT,

(FIRST FLOOR BY LIFT.)

JUST ARRIVED.

A FRESH LOT OF DAINTY

LAMP, CANDLE, AND ELECTRIC-LIGHT SHADES.

ICE-CREAM FREEZERS.

CARPET SWEEPERS.

PATENT FILTERS.

&c., &c., &c.

UPHOLSTERING

DONE BY FIRST-CLASS WORKMEN

on the shortest notice.

HOUSES COMPLETELY FURNISHED.

Estimates for all kinds of FURNISHING free of charge.

Wm. POWELL, Ld.

HONGKONG.

Hongkong, 2nd June, 1905. [55

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver, to sell by PUBLIC AUCTION, TO-MORROW, the 6th June, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

AN ASSORTMENT OF GOLD AND SILVER JEWELLERY, ALSO A Quantity of SILKS.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 5th June, 1905. [615

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEES, of VALUABLE LEASEHOLD PROPERTY, situate at Queen's Road East, in the Colony of Hongkong,

IN TWO LOTS, TO-MORROW, the 6th June, 1905, at 3 P.M., at the premises, BY Mr. GEO. P. LAMMERT, Auctioneer.

Lot 1.—All that PIECE or PARCEL OF GROUND registered in the Land Office as The Remaining Portion of Inland Lot No. 270, together with the Messuage and Buildings thereon, known as No. 105, Queen's Road East.

Lot 2.—All that PIECE or PARCEL OF GROUND registered in the Land Office as The Remaining Portion of Inland Lot No. 269A, together with the Messuages and Buildings thereon, known as Nos. 107 and 109, Queen's Road East.

The above premises are held from the Crown for the respective terms of 999 years and are sold subject to a Lease registered in the Land Office by Memorial No. 35538.

Particulars and conditions of sale, may be obtained from—

EWENS & HARSTON, Solicitors for the Mortgagees, or GEO. P. LAMMERT, Auctioneer.

Dated the 5th day of June, 1905. [603

PUBLIC AUCTION

THE Undersigned have received instructions to sell by PUBLIC AUCTION, ON WEDNESDAY, the 14th June, 1905, at 3 P.M., on Board, H.M. Crew Store Ship "HUMBER,"

Extreme length .... 176"
" breadth .... 27' 5"
Displacement .... 1,640 tons.
Horse Power .... 800.

ENGINES—Earle's Compound Surface Condensing.

BOILERS—Two double ended cylindrical return tubular; load on safety valves 70lbs.

CONDENSERS—1 Kirkcaldy and 1 Normandy single, distilling 1,800 and 2,400 gallons of water per 24 hours respectively.

To be sold as she now lies in Hongkong Harbour with all fittings, stores, &c., on board, including about 110 tons of Coal, Anchors and Cable.

A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers; also on board.

The Admiralty will not be responsible for any errors in description of ship, fittings, stores, &c.

The Vessel will be open to inspection for seven days before date of sale, between 10 a.m. and noon, and 2 and 4 p.m. (Saturday and Sunday excepted).

Inspecting orders can be obtained from the Auctioneers.

TERMS:—Cash before delivery. 5 per cent. of the purchase Money to be paid on the fall of the hammer, balance and the clearance to be effected within SEVEN DAYS after the date of sale.

Further special conditions may be obtained on application to the Auctioneers

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 31st May, 1905. [611

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [60

SAVARESSE'S SANDAL CAPSULES

Efficacious because absolutely pure Sandal Oil. Not made of Santine. Full directions. All Chemists. Ltd.

Insist on SAVARESSE'S

THE ENGLISH DREAD OF VERSATILITY.

In England wisdom's passport is dulness; gaiety of manner damns.—Max Beerbohm, in "Vanity Fair."

The above, says a writer in the "Outlook," occurs in an essay by Mr. Beerbohm, which, like all his essays, contains many wise and beautiful remarks. But for once in a way, Mr. Beerbohm has permitted himself to be unoriginal; this observation about England and dulness has been made before. It has been made so often, indeed, that it has come to be generally accepted as true, and as I am disposed to dispute it, I take this terse and emphatic setting of it as the text to my sermon. Have at Mr. Beerbohm, then; we do not reckon dulness and wisdom the same, and gaiety of manner delights us.

He must clear his mind of confusion. We are slow to welcome a novelty of thought, of course. That is the sagacity of a practical people, aware that novelty is almost often only apparent, and the thought may turn out to have been exploded long ago, so that all the trouble of understanding it will have been wasted. We like a platitude. That is an artistic instinct, our recognition that social life is an art. If everyone waited until he had something original to say, what would become of conversation? I protest that the sight of two weary Englishmen resolutely exchanging platitudes on the London fogs or the genius of Mr. Churchill is a beautiful sight; it is a ritual full of meaning, a sacrifice to the social graces. Paradoxes and original remarks are often the most antisocial and impertinent things in life. I admit that this just value of platitudes in society may be wrongly extended to books, but it is not often so. As a rule, when a great reputation has been achieved it is not by platitudes but by a cunning concealment or a fresh and artistic use of them. There, surely, we may compliment the artist. Horace is full of platitudes.

As for gaiety of manner, so far from damning, it opens our door and hearts more readily than any other quality. With it the emptiest chatterbox will be reputed a wit. For it even originality and versatility have been forgiven. And apart from social life, whom has gaiety of manner ever damned? Competitors of an older school and their henchmen may have hindered by his gaiety and wit. What harm did brilliancy and gaiety work Sheridan or Canning or Disraeli in political life? Birth, the not being "one of us," the older snobs phrased it, was an obstacle to success, and it was just the brilliancy and gaiety that made birth forgotten. To be sure, we demand of your gay and brilliant creatures that their soldier virtues, their courage and capacity and character generally, shall be beyond suspicion, even more so than with the dullards, just as in the days when people were more interested in their people's beliefs than now an especially austere morality was incumbent on the agnostic. That is because we know our weakness for wit and gaiety, and are on our guard against it. The wit of our judges, anxious men bowed down with their responsibility, is a homage to their national hatred of dulness. Men are remembered for quite mediocre jokes long after their serious work is forgotten. The quality of all this wit is another matter; it cannot always be of the best because we consume so much. But there can be no doubt that we love gaiety of manner and welcome it on almost every occasion. The jokes of doctors and dentists—nay, the funny stories about funerals! The fashion of jokes changes as much as any other fashion, yet the comic relief in Shakespear always goes with a roar. No, no; we never yet damned statesman, philospher, or artist for a joke. That is, if we saw it.

ST. VITUS' DANCE CURED

BY DR. WILLIAMS' PINK PILLS.

Daily growing more common in school children, St Vitus' Dance is one of the most difficult disorders to cure. Ordinary medicine often fails to touch it. The great success of Dr. Williams' Pink Pills in this ailment makes them important to parents.

Mrs. Owen, 24, Bath-street, Newton, Heath, Manchester, England, mother of a child cured, said:—

Miss Minnie Owen, cured of St. Vitus' Dance by Dr. Williams' Pink Pills.

"My little girl had a slight accident in the Physical Drill lesson. For a time I kept her at home, and when she went to school again the poor little thing could not do the slightest thing without trembling with nervousness. Sometimes she nearly fainted. The School Board inspector saw that she had St. Vitus' dance. Her arms and neck began to twitch; it was pitiful to see her. She would flush about the face and was often sick. She never went out to play with other children. She was very weak, too, and I did not know what to do. St. Vitus' dance is a terrible affliction. The sufferer is moving, twitching, starting, all the time. You can do nothing but watch her waste away, never at rest. That was Minnie's state before I gave her Dr. Williams' Pink Pills. She was better after the very first dose, and from that time she kept on steadily improving. I have great faith in Dr. Williams' Pink Pills. For ten years I have seen them effect many wonderful cures, even more marvellous than Minnie's."

From St. Vitus' dance to Paralysis and Locomotor Ataxy, these pills have effected wonders in nervous disorders. They enrich and purify the blood, and feed the starved nerves through the blood. Sciatica, Rheumatism, Eczema, Rickets, Anæmia, Decline and Consumption have been cured repeatedly, as well as the ailments of ladies. Dr. Williams' Medicine Co., Holborn-viaduct, London, will forward, post free, one bottle for 2s. 9d., or six for 13s. 9d.; but there is no difficulty in purchasing of any medicine dealer, if care be taken to avoid substitutes. [90

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "NUBIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Mongolia*.
From Calcutta, *ex* S.S. *Palawan*.
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

I. J. LEWIS, Acting Superintendent.

Hongkong, 1st June 1905 [2

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship "PUNDUA," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, the 3rd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 1st June, 1905. [619

S.S. "CALEDONIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Adour*, and from Havre, ex s.s. *Medoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 6th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th June, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 6th June, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th May, 1905. [7

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ SIGISMUND" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8 A.M., TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 5th June, at 9.30 A.M.

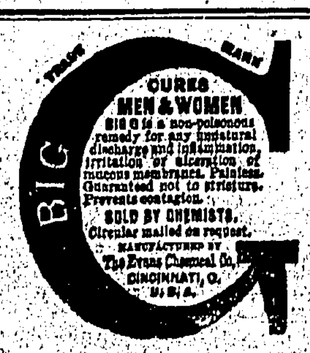
All Claims must reach us before the 10th of June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & Co., Agents.

Hongkong, 29th May, 1905. [3



Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, Registered Office, Cecil Chambers, 86, Strand, London, England; Tobacco Manufacturers, has on the 9th day of February, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Mark:—

in the name of BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the applicants in respect of the following description of goods in Class 45:—

MANUFACTURED TOBACCO.

Dated the 3rd day of April, 1905.

DENNYS & BOWLEY, Solicitors for the Applicants.

439]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the AMSTERDAMSCHE LIKEURSTOKERY 'T LOOTSJE DER ERVEN LUCAS BOLS OF DISTILLERY 'T LOOTSJE, Amsterdam, Holland, Distillers, have on the 17th day of November, 1904, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Mark:—

in the name of AMSTERDAMSCHE LIKEURSTOKERY 'T LOOTSJE DER ERVEN LUCAS BOLS, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the applicants in respect of GIN and LIQUERS in Class 43.

The word "Geneor" is in use varied by the substitution of the word "Liquers" when applied to Liquers.

Dated the 4th day of April, 1905.

WILKINSON & GRIST, Solicitors for the Applicants.

440]

WILTSHIRE As Supplied to HARRIS'S His Majesty The KING BACON & HAMS

Gold Medals PARIS 1889 & 1900

Regd HARRIS, CALNE, WILTS Brand

HARRIS, CALNE, WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA. HOWARD & Co., 50, Queen's Road Central, Hongkong.

Hongkong, 19th May, 1905. [579

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price ($2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 28th November, 1904. [63

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [59

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East,

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1903. [56

NOTICE.

IT is hereby notified that the VALUATION LISTS FOR THE COLONY FOR 1905-6, will be open to inspection at the Treasury for Twenty-one Days, commencing on MONDAY, the 5th June, 1905.

F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 1st June, 1905. [620

THE WINE GROWERS SUPPLY CO.

W G S Co. TRADE MARK

BARRETTO & Co., General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY JULES MERMAN & CIE., BORDEAUX.

Cotes	$9.50	Per Dozen Quarts.
Medoc	9.50	" "
St. Estephe	9.50	" "
Pauillac	13.50	" "
Margaux.....	14.00	" "
Chateau Ludovice	17.00	" "
Chateau Galic ...	18.00	" "
Chateau Pontet Canet	20.00	" "
Chateau Mouton d'Armaillacq	24.00	" "
Chateau Marbuzet Merman	27.00	" "
Chateau Rauzan	30.00	" "

SPANISH CLARETS.

BOTTLED BY THE COMPANIA VINICOLA DEL NORTE DE ESPANA-BILBAO.

Rioja.....	$12.00	Per Dozen Quarts.
Cepa Ruby	6.00	" "

BARRETTO & Co., *Agents*, Nos. 22 & 24, Bank Buildings, Queen's Road Central.

Hongkong, 5th June, 1905. [42

Intimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRY.

The following Brands are recommended as high-class Wines of superior quality.

	Per doz.
B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	$12.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	13.50
CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule	16.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	18.00
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule	27.00

"D." AND "E." ARE FAVOURITE WINES ALL OVER THE FAR EAST, AND ARE SPECIALLY RECOMMENDED.

A. S. WATSON & Co.,

LIMITED,

ALEXANDRA BUILDINGS

Hongkong, 20th May, 1905. [32

JOHN ROBERTSON & SON, LD.

J. R. D.

WHISKIES WHICH WE SELL

HAVE BEEN AWARDED

GOLD & SILVER

MEDALS,

AT THE

CAPE TOWN INDUSTRIAL

EXHIBITION.

DOES THIS PROVE OR NOT THAT

WE SELL ONLY THE BEST?

GREGOR & Co.,

WINE MERCHANTS,

HONGKONG.

Hongkong, 10th May, 1905. [33

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 5, 1905.

THE ANGLO-JAPANESE ALLIANCE.

No matter in what other respects the statesmen of Great Britain are at variance, the members of the two great political parties are in accord on the subject of the success which has attended the formation of the Anglo-Japanese alliance. Few dreamt when His Majesty first proclaimed the fact that an alliance had been entered into with Japan that the events of the last year were even on the horizon. Indeed, there was not lacking those who saw in the new Treaty a menace to the peace of the world in eastern waters, and it was also suggested that the advantages were all on one side; in fact, that Japan would benefit enormously by the friendship of Britain, while the gain on our side would be infinitely small. But that was before Japan's ability as a naval and military Power had been demonstrated with such striking success in front of the whole world. The fact that Russia had France as an ally, while Japan was associated with Great Britain in a defensive and offensive alliance—under certain restrictions and conditions—seemed to augur ill for the peace of Europe should Japan and Russia come into conflict. And there have been many anxious days during the past sixteen months since the outbreak of war lest France should be dragged into the quarrel, which would have meant, that Great Britain must go to the assistance of her new friend. Fortunately when things were looking gloomiest, King Edward—with a tact and grace which have secured for him the description of being the greatest diplomatist in Europe—brought about the *entente cordiale*, and the result is that to-day Great Britain and France are on better terms than they have ever been since, probably, the days of Charles II. The friendship so happily brought about by the monarch between two rival nations has effectually served to preserve the peace of Europe. It has induced France to think twice before joining with Russia in fighting the persistent Japanese, and it has led English opinion to insist on the strictest neutrality. Of course, there were several who having been attacked by the "yellow peril" fever held that it was derogatory to English pride to associate with the Japanese. The achievements of our new allies have dispelled such an illusion, once and for all. At the present time, the whole world is united in praise of the Japanese. There is nothing too good for the little fighters. Their pluck, endurance, and persistency in warfare; their progress and development in commerce; and their modesty in success have been unstintedly praised in every land. Countries that affected to scorn the natives of Nippon are now to be seen falling over each other in their haste to be first with congratulations. Meanwhile the trial through which Japan has passed so successfully has had the effect of strengthening and cementing the bonds of friendship with Great Britain. All the leading statesmen and officials of Japan are unanimously in favour of extending that friendship, and it will not be the fault of Great Britain's leaders if that desire is not abundantly granted. As Lord Lansdowne said at a political gathering the other day, there was no question on either side of withdrawing from the alliance. The sole subject which would arise when the time arrived for renewing the friendly contract would have reference to the best means of consolidating the alliance. "The alliance had been a patent instrument of peace, and if it were possible to so modify it that it would not only prevent the spread of a conflagration when once begun, but prevent a conflagration altogether, all true lovers of peace would welcome such a modification." These sentiments will find an echo in every British heart, and let us trust not less so in the hearts of our French neighbours. No one can tell how near we have been to a universal war except those in the inner councils of British and French statesmanship. The Anglo-French *rapprochement*, however, has, as the Secretary of State for Foreign Affairs said, "greatly mitigated the friction and trouble which were inevitable when a great war was in progess." So far as we can see, that danger has finally passed with the defeat of the Baltic Fleet. There was a time, when the methods employed by Rodjestvensky to gain time, and the use he made of the Annam coast, were calculated to irritate the Japanese, and to lead them to suspect the protestations of neutrality on the part of the French. Indeed, at one time the Japanese press—which has not as yet that absolute freedom belonging to the British people—were clamorous that the alliance with Great Britain should be invoked. But that trying period of natural annoyance passed away and the matter doubtless, has been relegated to the limbo of the forgotten. With Great Britain on terms of the closest amity with Japan, France and the United States the peace of the world is practically assured, once the Russians and Japanese arrive at some settlement of their quarrel. Mr. Whitelaw Reid, the U.S. Ambassador, speaking in New York gave utterance to that thought when he said that the Anglo-Japanese alliance would preserve the world's peace and prevent the dismemberment of China, maintain France and Germany's foothold in the Far East, and permit Russia to remain unmolested within her proper bounds in Siberia. That is a consummation devoutly to be desired and every right-thinking individual will thank the statesmen of Great Britain and Japan who have made it not a mere pleasant illusion but an actual fact.

THE FIRST TEST MATCH.

The success of England against Australia in the first test match has created unbounded satisfaction among those who love the national English game. The poor showing made by the home eleven in the first innings, when all were got out for less than a couple of centuries, and the excellent start made by the "cornstalks" prepared people for a thorough beating by the Australians. But in the second innings the tables were completely turned, and the crack batsmen of the home country gave something like an exhibition of what they could do on the field. Details of the conditions under which the match was played are sadly lacking, but it would seem that the Australians could hardly have been at much disadvantage unless they suffered from the fact that their second innings was played on a worn wicket. The veteran Trumper, we are told, had to retire hurt, and possibly that made some slight difference, but a beating by 213 runs and four wickets is not to be explained away by that defection. Nor can it be said that the Australians were new to the place. Three-fourths of the team have played in England for Australia in past years and most of them are as well-known to cricketers as Abel, C. B. Tyldesley, Maclaren or Jessop. So that it was not nervousness at any rate that accounted for the result. One fact which will please everybody is that the match was fought to a finish. Those unsatisfactory "tests," which result in a draw and are no "tests" at all are a source of unmixed vexation of spirit. Neither party is pleased, and all, are at logger-heads. However the first of the five matches has been that England stands one up on the round and also stands, we trust, a good chance of retaining the "ashes" which were captured by Warner's team last year. It gives a fillip to the play in the next test games, and if only the Australians can equalise then real sport will be seen. The Australians are not the ones to lose spirit; indeed, the reverse is likely to do them a world of good, so that we may expect to hear that they have been imbued with new life when next they face their adversaries.

LOCAL AND GENERAL.

THE English mail of the 6th May, was delivered in London on the 3rd inst.

THE 41st Dogras are to embark at Bombay for Hongkong on Wednesday next in the R. I. M. S. *Dufferin*.

THE New York police have just raided a number of gambling dens in Chinatown, and arrested 400 Chinamen.

CAPTAIN J. T. T. W. Fiennes, 2nd Royal West Kent Regiment left on the 3rd instant, per s.s *Malta* for Marseilles en route to Malta to join the 1st Battalion.

THE Imperial German marine transport *Rhein*, which is due here on the 12th inst., from Europe, has on board the relief crews for the German squadron in Far Eastern waters.

IT is reported that the North German Lloyd Shipping Company has entered into a contract with the Russian Government for the transport of troops from the places of evacuation in the Far East to Odessa

THE sale of property situated at Nos. 84, 86, 88 and 90, Ko Shing Street, Victoria, was held this afternoon by Messrs. Hughes and Hough, at their sales rooms, Ice House Street. The property was bought in when the bidding stood at $35,000.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Lieut A. Dymock, Army Ordance Department, from 7th June to 1st August. Also to Lieut A.G. Rainsford Hannay, Royal Engineers, from 6th June to 6th August, 1905.

WONG YING, a farmer from the New Territory, came over to Hongkong on a visit to some relations on the 29th ulto. and in the evening he went to Causeway Bay in a tram car, and on getting out, with the car in motion, he did so with his face to the after end, with the result that he fell on his head. He was picked up unconscious and removed to hospital, where he was found to be suffering from concussion of the brain. He died on the 1st inst.

AT six o'clock this morning, an Indian cook, employed at a silk shop, No. 5, Arsenal Street, lit a fire and prepared to cook the *dhall that* for himself and his employers, when his clothing caught fire and he was immediately enveloped in flames. The occupants of the house went to his assistance, but he was so badly burned that an ambulance had to be sent for, and the man was removed to the Government Civil Hospital for treatment, where his injuries were found to be of such a nature that he is not expected to survive.

SIR Clements Markham has retired from the Presidency of the Royal Geographical Society. He presented the Patrons' Medal to Captain Ryder, of the Western Thibet Mission. Sir Frank Younghusband, General Macdonald, Colonel Gate, and Capt. Ryder were present at the banquet.

ALEXANDER Robinson, unemployed, was charged before Mr. F. A. Hazeland this morning, with behaving in a disorderly manner, in Wanchai at 2 o'clock this morning. Defendant said he was only playing the bag-pipes, and "discoursing some verra fine Scotch music, and didna ken the hair ava." His Worship said he must not play Scotch or any other music after hours, and discharged him with a caution.

A EUROPEAN, living at Leighton Hill Road, charged his cook with theft, in that he wrote in the market book, and charged complainant for, certain articles which he did not supply, on the 4th inst. A stall-holder from the Central Market testified that yesterday he supplied to the cook certain articles of food the names of which were written in the book in the usual way. The goods were taken away by defendant. Complainant said he examined the basket on the return of the cook, and on comparing the contents with the list in the book found two lbs of bacon, ½ lb of suet, and four eggs missing. Defendant said he went to the servants' quarters at the Chartered Bank and might have left the things there. Complainant said he sent a boy to the Bank to inquire, and a boy from there returned with him and stated that the things were not left at the Bank. Defendant then said he did not know how they were missing. His Worship sentenced him to one months' hard labour and six hours' exposure in the stocks.

THE May number of the *Far Eastern Review*, which we have just received from the publishers in Manila, gives a very copious and interesting account of the electric railroad and light system of Manila. As the tramways have just been started, the report of the conditions under which the undertaking is worked should prove of value to those concerned with electrical developments in the Far East. The account is enhanced by the addition of numerous photographic reproductions and diagrams and the advantages of the new system over the old are clearly demonstrated. In other respects the *Review* is as bright and informative as ever. With this issue the *Review* completes its first volume and we trust that the success which has attended the first year's publication will be continued as it is certainly deserved. It is well that the advance in engineering works in the East and general commercial developments should be chronicled by a trade journal, and the *Far Eastern Review* admirably fills the niche which it occupies.

WE have received a copy of the annual report of the China Association for 1904-1905. As usual, the detailed list of the subjects which have been under the consideration of the Association during the past year shows that the interests of those whose concerns lie in the development of China are thoroughly well conserved and safeguarded by the active members of this most useful society. It is pointed out, in the first place, that the incidents of the great struggle between Russia and Japan in Manchuria are of all-absorbing interest, for "it is impossible to suppose that the Chinese can witness the successes which have been achieved by Japan against the dreaded power of Russia without becoming conscious of the latent military possibilities in their own enormous population if properly organised." The inevitable result will be, the hon. secretary, Mr. Joseph Welch, remarks, that China will be forced to adopt Western methods, following the example of Japan. One of the principal questions dealt with is that of the reform of China's currency, in accordance with the recommendations of Professor Jenks, but it takes time to convince Chinese officials on any subject and the movements of the political machine in the Middle Kingdom are notoriously slow, so it is not surprising that nothing has yet resulted from Professor Jenks's visit. The China Association have dealt with a vast number of the special questions which affect business men and others in the East and the annual report is well worth studying.

QUITE the most successful play of the Dallas-Bandmann Opera Company, of the present season, was that staged on Saturday night, when the company presented the "Three little Maids". Notwithstanding the fact that there had been several changes in the caste since they last appeared in this piece, the opera went off as well and swingingly as if all the "old-timers" were still at their posts. As *Lady St. Mallory*, Miss Dolly Grattan appeared a trifle stiff and stilted, as compared with Miss Bertha Hunter's easy impersonation of that character. The *Three little Maids*, old favourites, were in capital form, and their signing fully deserved the enthusiastic *encores* and the many floral tributes the performers elicited. Mr. Frank Cochrane was in better form than ever, and his rendering of that popular song with the catchy refrain "When I gaze into your eyes" was perfect, and it was regretted that he could not respond to the *encore* it provoked. *Lord Cheyne*, Mr. Percy Haydn, was as usual very good, and kept up the character in a mirth-provoking style. Mr. Edgar Ronalds, as *Brian Molyneux*, would have done better if he had been more natural, and taken his place as a man of the world, instead of a somewhat stiff apparent novice in the matters histrionic. Of the rest Mr. James Dallas as *Cupid*, a caddy, was all that could be desired. Throughout he acted as if to the manner born, and was just a country caddie and nothing more. Perhaps the only fault to be found with the performance was the disregard for punctuality at the start and the two wearisome intervals between the acts. To-night the company stages "The Orchid" and to-morrow, the last night of the present season, "The Girl from Kays."

RUSSIAN WARS. IPS OFF HONGKONG

STEAMING TOWARDS SAIGON.

DAMAGED VESSELS NEAR MANILA.

The China-Manila steamer *Zafiro*, which entered port early this afternoon had quite an interesting trip to judge by the sights which fell to the lot of her passengers since leaving the Philippine port. The steamer got away from Manila shortly after ten o'clock on Saturday morning, and some three hours later, when off Subig Bay, those aboard sighted three Russian ships steaming at about nine knots an hour and steering in a south-easterly direction. The vessels were in line, with what appeared to be a battleship or first-class cruiser leading the way, followed by a smaller cruiser and what is supposed to have been a coast defence boat. The vessels were some distance away, but Capt. Rogers was able to see that their funnels had been riddled with small shot and their steampipes carried away. With the exception of the leading vessel the port side of their hulls, facing the *Zafiro*, appeared to be in good condition, the leading vessel having a hole in her side amidships. This vessel was flying an Admiral's flag, and the three ships were being escorted by five warships of the American squadron.

At five o'clock this morning when about 112 miles to the south-east of Hongkong, or, to be more exact, in latitude 20 59 north, and longitude 115 23 east, the *Zafiro* passed one of the Russian Volunteer Fleet, two vessels, believed to be torpedo-boat destroyers, and a three-funnelled cruiser, accompanied by a deeply-laden tramp, apparently a collier, steaming in a south-westerly direction. If the ships continue on this course they should arrive somewhere in the neighbourhood of Saigon.

ANOTHER CRUISER SIGHTED NEARER HONGKONG.

The British steamer *Ping Suey*, which has arrived at Hongkong from Shanghai had a rather peculiar experience now that the Baltic Fleet has disappeared. The master, Captain Warrall, states that shortly before reaching the entrance to Hongkong harbour he sighted one of the Russian Volunteer Fleet vessels off Chelong Point. The Volunteer Fleet vessel had two funnels, and carried three masts. The cruiser was seen for two hours, and her duty evidently was to stop merchant vessels, because two ships from Hongkong were seen to be "held up." Another steamer away to the southward was sighted and the cruiser thereupon proceeded in that direction with the apparent intention of stopping her also. The *Ping Suey* was not boarded. Chelong Pont, where the cruiser was sighted, is about 80 miles from Hongkong.

LAUNCHES IN COLLISION.

CERTIFICATE SUSPENDED.

An inquiry was held at the Harbour Masters Office by Mr. Basil Taylor, assistant harbour master, this morning, into the circumstances connected with a collision between the steam launches *Cheung On* and *Metha*, on the 1st instant.

To Fat, master of the *Cheung On*, said that he left Yaumati wharf at 8.15 a.m. on the 1st inst., for Nam Pak Hong wharf. On passing north of the P. and O. buoy he saw the steam launch *Metha* on his port bow, standing across his course. The P. and O. steamer was lying at her buoy on his port side, with her bows swung south. He blew one blast on his whistle and kept straight on. He blew his whistle to attract the attention of the other launch, and when they were about a boat's length apart he ported his helm the other launch having also kept straight on. The *Metha* also ported her helm, and struck his launch on the port bow. He could not see what her engines were doing at the time of the collision.

Chan Tsun, master of the steam launch *Metha*, said he was on his way from the Police Pier, Tsim-tsa-tsui, to West Point. The south P. and O. buoy was right ahead of him, and no vessel lying at it. He saw the *Cheung On* on his starboard bow. She blew a blast on her whistle and starboarded her helm. He ported and blew one short blast, and the bows of the two launches came into collision. He reversed his engines two or three seconds before the collision, and had eased to half speed 40 or 50 seconds before.

Charles Witzke, manager of the North Point Iron Works, to whom the *Metha* belongs, said he was on board at the time of the collision. It was raining very hard and he was in the cabin. He saw the other launch approaching, and went out of the cabin and saw a man jump to the wheel of the *Cheung On* and put it hard astarboard. There was another man already at the helm. His coxswain had already ported in order to go under the stern of the *Cheung On*, and the result of her starboarding was that the collision took place. The *Cheung On* blew two short blasts on her whistle when she starboarded. He was right in the bows of his launch before the collision, and signed to the coxswain to port his helm. All the crew of the *Cheung On* were running about.

Chan Tsu, recalled, said the *Cheung On* blew only one blast on her whistle. He understood it to mean that she wanted to attract attention, but the signal also indicated that the vessel blowing the whistle was going to starboard. When he blew his whistle he only did it to attract attention.

Leung Cho, one of the crew of the *Cheung On*, not certificated, said he was standing forward on the port side, and saw the *Metha* on their port bows. The master was at the wheel, and when the two launches were about 100 feet apart, he put the helm to starboard, hard over, and blew the whistle once.

Mr. Taylor said: To Fat is in fault, (1) by making false whistle signals, (2) not stopping and reversing his engines when he saw the collision was inevitable; and, (3) not keeping straight on as he should have done. His certificate is suspended for three months. Chan Tsun, master of the *Metha*, is very deficient in knowledge of the meaning of whistle signals, and he is ordered to present himself for re-examination to-morrow.

THE "SULLY."

A PESSIMISTIC VIEW.

The Saigon *Courrier*, which has all along expressed doubt whether the French cruiser *Sully* now lying wrecked in Along Bay can be re-floated, remarks in a recent issue that the history of the steps taken to re-float the *Sully* is an unknown quantity, and indeed, the term is synonymous with mystification. Vice-Admiral Bayle has had to obey the specific instructions he received from Paris, but the writer as well as the people generally would like to have a clearer idea as to the arguments which induced those concerned to go to the immense cost which will be incurred in raising a vessel that is already practically a wreck. It is hinted that the fleet authorities have been influenced by the thought of the Budget in Paris, which means their popularity or otherwise with the high Admiralty officials. The *Courrier* holds that if the opinion of a large number of sailors, officers and experts, is taken, the situation of the *Sully* is such that she cannot be refloated; and even if she were refloated the transport of the cruiser to either Haiphong or Hongkong would be attended by insuperable difficulties Practically speaking, the cruiser's back is broken; she lies on the rocks in the shape of an arch. It is doubted whether the Hongkong cofferdam can save the vessel, and that opinion is held by many in Tonkin. If the effort to raise the *Sully* proves successful nobody will be more pleased to hear it than the Saigon *Courrier*. If it fails then that will only be proof that the views of the *Courrier* were right. The real fact is that the *Courrier* is, and has been from the very beginning, annoyed that an English salvage firm should have been engaged to do the work of refloating the vessel, and it is another grievance that should the *Sully* be refloated she will be taken to Hongkong, to be repaired instead of going to Haiphong.

SHIPPING JETSAM.

Duncan Bourdette, cook of the sailing ship *Jordan Hill*, who was charged on Saturday before Mr. G. N. Orme, with disobedience of orders was this morning discharged with a caution.

CAPTAIN AND CREW.

Before Mr. G. N. Orme the afternoon Captain Littlehale, of the s.s. *Sagami*, charged sixteen members of his crew with impeding the progress of the voyage to New York, by refusing to obey orders, and deserting the ship at Hongkong. Six of the crew brought charges of assault and ill-treatment against the chief engineer, F. J. Ingram, and the fourth engineer, F. G. Edwards. The cases against the engineers were dismissed. The case against the crew was then called, when Captain Littlehale testified that the crew went ashore on Saturday without leave, and the captain seeing some of them ordered them to return to the ship. They demanded to be paid off and the Captain referred the matter to the shipping master, who spoke to them, and said they had no right to be paid off; it was entirely at the captain's option. On going on-board the captain gave orders to have steam up to sail at daylight, and when the fourth engineer went to tell the men to light up the fires they all left, and the vessel had been detained ever since at a cost of £100 per day. The captain added that the men had been a nuisance all the voyage. The second officer and steward give corroborative evidence. The captain, recalled, said that he would like to get rid of the men, as they were always giving trouble on board.

His Worship said they had committed a very serious offence, and they must go to gaol for three weeks with hard labour.

STRANGE TALE OF THE SEA.

When a representative of the *Hongkong Telegraph* ran up against some members of the crew of the sailing ship *Jordan Hill* this afternoon a strange tale was poured into his ears of the strange disappearance of some members of the crew, when within a few days' sail of Java. By them it was stated that, when in that region, in sight of some apparently uninhabited rocky islands, three members of the crew, named Kennedy, Fuller, and another "with a difficult German name," built a raft out of some white painted planks that were on board, and, their labours ended, at 11 p.m. on the first Sunday in April, they lowered their raft and on it left the steamer, and were never seen or heard from again. The men, it is said, took nothing with them, even a canvas bag of biscuits which they had prepared to take with them being overlooked at the last and left behind, so that the crew were inclined to believe that if the men were not wrecked on the rocky coast they must inevitably have met their end by starvation. Some members of the crew stated that they had reason to believe that the islands were inhabited by cannibals, and they believed the fate of the three men to have been something worse than drowning or starvation. The man Kennedy, it was stated, was closely related to a peer of the United Kingdom, and also had relatives in the British Navy. They knew nothing of the two Germans' antecedents. The *Jordan Hill* was becalmed for two weeks after the disappearance of the three men mentioned, but no sign of them was ever seen.

SHIPPING AND MAILS.

MAILS DUE.

German (*Bayern*) 6th inst.
American (*Korea*) 6th inst.
German (*Darmstadt*) 7th inst.
American (*Coptic*) 12th inst.
Canadian (*Empress of India*) 13th inst.
German (*Prinz Waldemar*) 19th inst.
Canadian (*Tartar*) 20th inst.

The s.s. *St. Fillans* arrived at New York on 30th ult.

The s.s. *Richmond Castle* from China and Japan arrived at New York on 13th ult.

The P. & O. S. N. Co.'s s.s. *Java* left Singapore for this port on 4th inst. at 8 a.m.

The C. P. R. Co.'s s.s. *Athenian* left Yokohama p.m., on 3rd inst., for Victoria and Vancouver.

The Imperial German Mail s.s. *Rhein* left Colombo on Friday, and may be expected here on 12th inst.

The P. M. S. S. Co.'s s.s. *Korea* with mails, &c., left Shanghai for this port on 3rd inst., and is due here on 6th inst.

The Imperial German Mail s.s. *Bayern* left Shanghai on Saturday at 1 p.m., and may be expected here on Tuesday at daylight.

The Imperial German Mail s.s. *Darmstadt* carrying the German Mails with dates from Berlin of the 7th ult., left Singapore on Friday at 6 p.m., and may be expected here on 7th inst. at 6 a.m.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Shanghai at midnight on 2nd inst., and left again at 9 p.m., on 3rd inst. for Nagasaki where she was due to arrive at 7 a.m., on 5th inst.

TELEGRAMS.

[*Reuter's.*]

The Anglo-Japanese Alliance.

LONDON, 2nd June.

At the Conservative dinner, Lord Lansdowne, referring to a hope, expressed by Sir Edward Grey, that the Anglo-Japanese alliance would be maintained, said at no time had there been on either side any question whatever of withdrawal from the alliance; in our opinion when the time comes, as soon it must, to consider the renewal of the agreement, the only practical question will be whether it shall be renewed in its present form or whether we should not seek some other means of strengthening and consolidating it. The alliance had been a potent instrument of peace, and if it were possible to so modify it that it would not only prevent the spread of a conflagration when once begun, but prevent a conflagration altogether, all true lovers of peace would welcome such a modification. There was never a moment when our good relations with France were more firmly based, and if the inner history of the anxious months lately passed was ever written it would show that the understanding with France had greatly mitigated the friction and trouble which were inevitable when a great war was in progress. The alliance with Japan, and the agreement with France alike, had no selfish or aggressive purpose; our sole object had been to secure peace and to restrict the evils of war.

The Prospects of Peace.

3rd June.

Count Cassini called on President Roosevelt yesterday. President Roosevelt expressed an earnest hope as a friend of Russia that she would seek peace in response to the wish of the entire civilized world; the prolongation of the war would mean increased Japanese demands. The President pointed out that Russia could hardly hope to win, and moved solely by motives of humanity, he offered his services as a mediator or intermediary in any way acceptable to Russia. Count Cassini said that he was without instructions; but personally he believed that Russia would continue the war, because the moment was not an advantageous one to discuss peace and Russia had not lost any of her own territory; there was nothing at present in the situation which necessitated suing for peace, but he promised to communicate President Roosevelt's views and offer to the Tsar.

The War.

The possibility of a Japanese bombardment and invasion of the Baltic ports is generally discussed in Russia.

The Whitby Election.

The Liberals won the Whitby election.

THE CHEKWAN FESTIVAL.

A CASE IN COURT.

At the Supreme Court this morning the Puisne Judge, his Honour Mr. A. G. Wise, had before him a couple of suits arising out of the celebrations attending the birthday of the Goddess of Heaven at Chekwan in April last. They were ones in which Yung Kwan Hing sued Ng Wai Chi for $718.12 and Wai Hing & Co. claimed $48 from Yeung Kwan King. As, however, they were practically in connection with the same affairs, his Honour decided to hear them together.

Mr. C. F. Dixon appeared for the plaintiff in the first action and for the defendant in the second, while Mr. H. Hursthouse (of Messrs. Dennys and Bowley) appeared for the defendant in the first action and for the plaintiff in the second.

In stating this case to the Court Mr. Dixon said that the first action was brought to recover $718.12, being amount of damages and loss sustained by the plaintiff by reason of a breach of a contract by the defendant. The contract was made between the defendant and the plaintiff under the following circumstances:—The defendant was compradore to the Messageries Maritimes, and during the five days set apart for the celebration of the birthday of the "Goddess of Heaven" (April 23 to 29) the defendant chartered two steamers from the Messageries Maritimes to run between Hongkong and Chekwan, and that shortly before April 23—on April 19—the plaintiff was approached by a friend of the defendant's and asked whether he would act as steward on board the steamers and sell refreshments to the passengers. It was ultimately agreed that plaintiff was to have the sole right of selling provisions on board the steamer during the five days, and was to be charged $35 per day for the monopoly. An agreement was drawn up between the two parties and in consequence plaintiff engaged a number of men to supervise the cooking arrangements and laid in a stock of provisions. On the first day plaintiff saw there was considerable competition on board the ship, the steward, for one, supplying the passengers with meals and drinks. Plaintiff remonstrated with the defendant and the latter promised that on the following day the competition would cease. It did not cease, however, but continued for the five days and the plaintiff had to destroy a considerable amount of provisions which remained over. The rent for the monopoly was paid in advance by the plaintiff, and it was in connection with this that the cross action was instituted.

After evidence has been given the case was adjourned.

THE INCIDENCE OF DISEASE IN HONGKONG.

BY WILLIAM HUNTER, M.D., C.M. Aberd.

Government Bacteriologist, Hongkong.

The spread of disease over the surface of the earth is, curiously enough, a science of recent origin. In fact, it may be regarded as yet in its infancy.

However, looking at the question broadly, one is at once compelled to admit that this question is one of enormous magnitude and importance as regards geographical pathology. Indeed, it would seem a wonder why medical England so slowly awakened to her splendid position of possessing the ways and means of establishing for her great colonial empire a knowledge of the diseases met with in various British climes and countries, and of the best means of dealing with them.

The credit of awakening Britain to her responsible position in leading the van as regards colonial hygiene belongs to malaria. The diffusion of this disease, its terrible scourges, &c., may be said to have given the first impetus towards the study of the incidence and methods of prevention of tropical disease. It was with the hopes of removing from mankind one of the worst disease scourges that British workers took up the study of tropical disease, and the results thereof are fully confirmed by the brilliant researches of Manson, Ross and others, whose work has not only met with practical recognition in Britain, but also in other European countries.

The monumental work of Hirsch on geographical and historical pathology was probably the first successful attempt to raise the study of this branch of medicine to a science. Since then, apart from a succession of articles in various tropical publications practically nothing has been attempted to bring the study of this science on a level with other medical sciences.

At the same time, much useful information has been obtained from the writings of Davidson, Manson and others.

A recent book, and one which follows closely in the steps of that of Hirsch, is that published by Clemow. Here one finds, in chapter after chapter, prominence given to the main facts of the geographical distribution of each disease, and statements are forthcoming as to the factors possible in the determination of that distribution.

The subject of the incidence of disease in Hongkong has, since I arrived in the Colony, been one of extreme interest to me. I considered it of importance to note the absence as well as the prevalence of disease in a country far removed from Europe. My reason for entering upon the study of such an interesting question rests upon the fact that the incidence of disease in any particular spot of the earth's surface must throw a considerable amount of light upon some important questions in pathology.

Permanency as regards the geographical distribution of disease cannot be final. Many diseases have, so far, not reached their limits of diffusion. It would appear that, with the inroads made by civilisation, diseases, at one time confined to certain areas of the globe, are spread broadcast over the surface of the earth. The diffusion of small-pox, cholera, plague &c., has only to be mentioned in order to emphasise this distribution through the establishment of close international commercial enterprise.

LATITUDINAL GEOGRAPHICAL DISTRIBUTION.

Apart from the incidence of exotic disease, *e.g.*, cholera, disease would appear to have a latitudinal geographical distribution. Certain diseases are found chiefly in cool climates, others are more or less confined to the Tropics. In this respect one has only to note the incidence of different diseases in Shanghai and in Hongkong. In the former settlement, which is out of tropical influences, the diseases prevalent are, on the whole, similar to those found in Europe.

PLAGUE IN HONGKONG.

Of all diseases prevalent in Hongkong, *exotic plague* is that which causes most anxiety. Its outbreak in 1894 marked an epoch in the history of the disease. From Canton and the surrounding provinces—the endemic centres of the outbreak—plague has spread almost over the entire globe. Year by year Hongkong has its epidemic of plague. It is sometimes mild, sometimes severe, but its annual recurrence is undoubted and has gradually become an expected event in the lives of Hongkong residents. A remedy for the effectual eradication of the disease would not appear to be to hand. Indeed, it is not too rash a statement to say that it is extremely doubtful if, with our present knowledge of bygiene, we can materially influence the recurrence of plague in its endemic home. I doubt if we have yet got into touch with the methods of successfully dealing with the real root of the evil. A natural question to ask in regard to these endemic centres of plague is, will not the exotic, in defiance of the efforts of the sanitarian at immediate eradication, eventually disappear more or less suddenly and for no apparent reason? Plague epidemics in the past have suddenly disappeared from endemic centres, *e.g.*, Egypt, and Europe in the seventeenth century. How can we account for this? At the time there was no great effort made in either of these places to improve sanitation.

CHOLERA.

Another exotic disease which threatens the inhabitants of Hongkong is *cholera*. According to Manson, cholera is endemic in Canton. Hence a good reason for dreading the introduction of the disease in epidemic form into the Colony. One point which, to a certain extent, insures us against the widespread prevalence of this disease in Hongkong is that cholera is essentially a water-borne disease. It is rare for the Chinese to drink water. They prefer tea as a quencher of thirst. If water is used, it is usually boiled along with other articles of diet. This custom must be held largely responsible for the prevention of cholera in its typical manifestations amongst the residents of the Colony. Furthermore, the water supply of the city of Victoria is above suspicion.

MALARIA.

The past history of Hongkong has clearly shown it to possess excellent breeding ground for the malarial mosquito. History records Hongkong as notorious for the prevalence of *malaria*. The configuration of the island is such as favours this condition of affairs. Ravines, shallows, &c., with pools and streamlets, abound, and there the Anopheles has every encouragement to breed prolifically. If Hongkong had a black record in the past, it has every reason to congratulate itself at the present time. During the past decade fever of the malarial type is, to say the least, rare in the city of Victoria. It is the exception rather than the rule to hear of Europeans contracting the disease. It is true, some parts of the Colony are still malarial, and residents, *e.g.*, the police, in such districts contract the disease. In general, however, the city of Victoria must be regarded as extremely healthy from a malarial point of view. This satisfactory condition of affairs, as regards malaria, is due, in the main, to the successful efforts of the Government in training scientifically the main "nullahs" in and around the outskirts of the city.

BERI-BERI.

Beri-beri may also be included as a disease common amongst the Chinese population of Hongkong. Its incidence, however, is subject to considerable variation. Small outbreaks of epidemic beri-beri occur from time to time, and the death-rate from the disease averages between 300 and 400 per annum. There is no strong proof that the disease is endemic either in Hongkong or in China as a whole. The disease would appear to be constantly imported from two principal centres of this disorder in the East, namely, the Malay peninsula and neighbouring archipelago, and Japan. In Hongkong the type of the disease is chronic and benign. Acute pernicious cases of the disease, such as found in endemic centres, *e.g.*, Singapore, are rarely met with.

DENGUE.

During the past year or two more or less severe epidemics of *dengue* have been prevalent in Hongkong. In 1902 the disease was severe, almost all the Europeans contracting the infection. In 1903 and in 1904 there have been slight outbursts of the disease, but the number of persons attacked was small. Dengue fever in its epidemic spread resembles influenza. Its extensions are marked by a great irregularity. From all accounts the disease has so far been limited to the tropical belt, with extensions for a few degrees on either side of this latitude. Again, epidemics of dengue are usually found prevalent during the hotter seasons of the year.

SMALL-POX.

Small-pox recurs annually in Hongkong. It makes its appearance during the colder seasons of the year. Its incidence is small amongst the resident population. This disease is one of the commonest in China, especially in the northern parts of the country. In Hongkong, however, excluding the large number of imported cases, the disease scarcely ever assumes serious proportions.

[*Continued on page 7.*]

NAVAL NOTES.

The battleship *Africa* was launched at Chatham on 20th ult., and the cruiser *Cochrane* was launched at Glasgow.

Frederick Reeves, seaman on board H.M.S. *Tamar*, was charged this morning before Mr. F. A. Hazeland with stealing a pair of binoculars, valued at $12, from a show-case at a shop in East Street, on the 4th inst. Defendant denied being in the shop at all; but complaint and a *fokí* swore that he was. It was apparently a case of mistaken identity and the defendant was discharged.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

ENGLISH INCOME TAX.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—May we be allowed to draw the attention of your readers to the fact that all persons residing in the Colonies, or in fact anywhere out of the United Kingdom, are entitled to claim repayment of English Income Tax as follows:—

(1) Total exemption on incomes not exceeding £160, or abatement on incomes not exceeding £700, derived from sources within the United Kingdom, irrespective of other sources of income in the Colonies, or elsewhere out of the United Kingdom.

(2) The whole of the tax deducted in England from dividends of foreign bonds, and of Foreign & colonial corporation Stocks, no matter what the total income may amount to.

(3) The whole of the tax deducted from any pay or pension at the Indian Office.

The above claims may be made for 3 years commencing the 6th April, 1902, and as the tax for the year 1902-3 was at 1/3d. in the £ the full abatement for that year amounts to no less a sum than £10, and for the 3 years to a total of £25 6.8. In cases where some of the income is from foreign stocks the claims would probably be for very much large amounts. Many years' experience has proved to us that these privileges are not generally known, hence our request to be allowed to publish them in your widely read journal.

We shall be pleased to give further information, free of charge, to any of your readers who who will send full particulars of their cases.—We are, Sir, your obedient servants,

THE TAXPAYERS' APPEAL AGENCY.
191 Victoria Street.
London, S.W., 2nd May, 1905.

HONGKONG BANK ROBBERY.

SHROFF DISAPPEARS WITH $50,000.

NO CLUE TO HIS WHEREABOUTS.

Something in the nature of a sensation was created in the Hongkong and Shanghai Bank here on Saturday afternoon, when it was discovered that the receiving shroff, or one of the shroffs who are appointed to take in cash at the Bank, had disappeared with a sum of over $50,000. It appears that the shroff in question had been in the employment of the Bank at Hongkong for a considerable number of years. He was well-connected and was regarded as beyond temptation. Large sums of money daily passed through his hands, but of course the excellent system of checking accounts which is in operation at the Bank precluded the possibility of any robbery on the Goudie scale being committed. When it was learned on Saturday afternoon that the shroff had failed to put in an appearance that day, a search of the accounts for which he was responsible took place. Several slips showing that the defaulter had received considerably over $50,000, for which he had failed to account, were found in his desk. It was realised then that the missing shroff had made off with the money, and notice of the fact was sent to the police, but up to this afternoon no arrest had been made. This being the first theft on anything like an extensive scale that has been committed on the Hongkong and Shanghai Bank the occurrence was the thing of general conversation in city circles to-day. No reason is offered for the shroff's defalcations. The authorities of the Hongkong and Shanghai Bank are very reticent on the subject, desiring that as little notice should be given to the unusual event as possible. "The matter is in the hands of the police, said one of the chief officials to a impresentative of the *Hongkong Telegraph*, "and we will let it remain there. There is no use in making a mountain out of a molehill." The gentleman in question admitted that the amount missing is over $50,000, but would not state the exact figures. It is reported however, that the sum abstracted by the shroff is $52,000, although there are rumours that the total amount which cannot be accounted for reaches $60,000. Wherever the alleged thief has gone it should not be a difficult task to find the defaulter. He had about a day's start, so that if he has left Hongkong—and there is an idea that he is still in the Colony—he could not have gone much farther than Canton. Whether the amount which is at present missing will be recovered is a very doubtful question. The Bank places great confidence in their officials, and rightly so, but the system of keeping accounts is a safeguard against the depredator as far as ingenuity can make it. The shroff, whose disappearance is lamented by the Bank was a trusted servant, and none of his private habits was such as to arouse suspicion against him. The police are confident that they will succeed in laying him by the heels in a few days or even hours.

THE HONGKONG AND WHAMPOA DOCKS.

The following extract is from the *Standard*, of the 29th April:—

The staff of the Hongkong and Whampoa Dock Company at Kowloon have replaced two of the battleship *Albion's* and one of the battleship *Glory's* 45-ton wire-wound 12-inch barbette guns. Expert opinion (according to a Reuter telegram) pronounces the work a great achievement, showing that the Kowloon dockyard is an important factor in the efficiency of the Eastern fleet.

This dockyard should not be confounded with the Naval Yard at Hongkong. It is a private enterprise, efficiently equipped, and capable of docking and repairing the largest warships afloat. At one time or another, vessels of all the navies represented on the China Station have been docked at Kowloon, where the repairing department is said to be the finest outside the British Isles, and is certainly the best east of Suez. The naval authorities are now constructing a large dock at Hongkong, and it is expected that it will be completed in about two years.

COMMERCIAL.

TO-DAY'S EXCHANGE.

	Selling.
London—Bank T.T.	1 10 5/16
Do. demand	1 10
Do. 4 months' sight	1/10
France—Bank T.T.	2.33
America—Bank T.T.	45
Germany—Bank T.T.	1.90
India T.T.	139
Do. demand	139
Shanghai—Bank T.T.	71
Japan—Bank T.T.	91
Java—Bank T.T.	111
	Buying.
4 months' sight L/C.	1/10
6 months' sight L/C.	1/10
30 days' sight San Francisco & New York	45
4 months' sight do.	46
30 days' sight Sydney and Melbourne	1/10
4 months' sight Francs	2.37
6 months' sight "	2.39
4 months' sight Germany	1.95
Bar Silver	6 7/16
Bank of England rate	2½
Sovereign	10.68

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per picul
Malwa New	@ 1,140
" Old	@ 1,180
" Older	@ 1,230/1,260
" Oldest	@ 1,340
	Per chest
Patna New	@ 1,112½
Benares New	@ 1,080
Persian (Paper)	@ 780/1010

To-day's Advertisement.

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,
No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905. [627

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver, to sell by

PUBLIC AUCTION,
TO-MORROW,
(TUESDAY), the 6th June, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

AN ASSORTMENT OF
GOLD AND SILVER JEWELLERY,
Comprising:—
WATCHES, CHAINS, TEA and COFFEE POTS, CENTERPIECES, TEA SPOONS, FLOWER HOLDERS, CIGARETTE HOLDERS, &c., &c.;
ALSO
A Quantity of SILK SHAWLS, GAUZES, SILK-EMBROIDERED WALL & PALACE HANGINGS, FANS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 5th June, 1905. [615

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEES,
of
VALUABLE LEASEHOLD PROPERTY,
situate at Queen's Road East, in the Colony of Hongkong,
IN TWO LOTS,
on
TUESDAY,
the 13th June, 1905, at 3 P.M., at the premises,
BY
Mr. GEO. P. LAMMERT, Auctioneer.

Lot 1.—All that PIECE or PARCEL OF GROUND registered in the Land Office as The Remaining Portion of Inland Lot No. 270, together with the Messuage and Buildings thereon, known as No. 105, Queen's Road East.

Lot 2.—All that PIECE or PARCEL OF GROUND registered in the Land Office as The Remaining Portion of Inland Lot No. 269A, together with the Messuages and Buildings thereon, known as Nos. 107 and 109, Queen's Road East.

The above premises are held from the Crown for the respective terms of 999 years and are sold subject to a Lease registered in the Land Office by Memorial No. 35538.

Particulars and conditions of sale, may be obtained from—

EWENS & HARSTON,
Solicitors for the Mortgagees,
or
GEO. P. LAMMERT,
Auctioneer.
Dated the 5th day of June, 1905. [603

FOR SALE.

A MOTOR LAUNCH, fitted with a 10 B. H. P. GARDNER KEROSINE MOTOR. Electric Ignition. Gaines Reversible Propeller.

Fast, Roomy and Very Economical.
FUEL any Petroleum.
Inspection and Trial by appointment.
For particulars, apply—

J. W. KEW,
C/o Steam Water Boat Co.,
Hongkong.
Hongkong, 5th June, 1905. [624

THEATRE ROYAL,
CITY HALL.

THE DALLAS-BANDMANN OPERA CO.

LAST TWO NIGHTS.

TO-NIGHT! TO-NIGHT!
(MONDAY), 5th June,
"THE ORCHID."

TUESDAY, 6th June,
LAST NIGHT OF THE SEASON,
LAST NIGHT OF THE SEASON,
"THE GIRL FROM KAY'S."

Further particulars will be duly announced.

PRICES AS USUAL.

Doors Open at 8.30 P.M. Commence 9 P.M.

Plan at ROBINSON PIANO CO.

F. C. GARTON,
Manager.
Hongkong, 5th June, 1905. [605

FOR YOKOHAMA AND KOBE.

THE Steamship

"SITHONIA,"

Captain Hildebrandt, will be despatched for the above Ports, on WEDNESDAY, the 7th inst., at 5 P.M.

For Freight, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 5th June, 1905. [625

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SITHONIA,"

Captain Hildebrandt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th of June will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th of June at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 5th June, 1905. [626

Intimations.

SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS, PIANOLAS,
MUSIC AND MUSICAL INSTRUMENTS
PREVIOUS TO REMOVAL.

GUARANTEED NEW INSTRUMENTS
BY ANY ENGLISH MAKER
WILL BE SUPPLIED AT LONDON PRICES.

We supply Superior value to anything to be had in the Colony in Tone, Price, and Appearance, in First-class German Makes, tested 30 years by us.

Metzler	... ...	$350	formerly $	475
Pleyel	... ...	425	"	650
Collard	... ...	500	"	700
Do Grands	...	950	"	1,400
Do	...	425	"	650
Allison	... ...	430	"	650
Rachals	... ...	575	"	750
Winkelmann	...	625	"	750
Haake	... ...	525	"	650
Krauss	... ...	585	"	650
Own Make	...	300	to	450
Hopkinson	...	600	"	700
Brinsmead	...	400	"	750
Kirkman	... ...			$325
Pleyel	... ...			290
Collard Grand	... ...			300
Lunau	... ...			150
Pianolas	... ...	400	to	$550
Do	...	285	"	360

Pianola Rolls 25% discount.

These instruments are GUARANTEED for the Climate.

Hongkong, 16th May, 1905 [521

CAFE WEISMANN.

THE Public are invited to pay a visit to our new

TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON DRAUGHT.

Entrance—
No. 1A, WYNDHAM STREET.
Hongkong, 22nd April, 1905. [46

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.R.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [78

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

From	Steamers	Due
GLASGOW and LIVERPOOL	"FOXTON HALL"	15th June.
GLASGOW and LIVERPOOL	"YANGTSZE"	15th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	16th June.
GLASGOW and LIVERPOOL	"AIAX"	23rd June.
GLASGOW and LIVERPOOL	"IDOMENEUS"	30th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th July.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	16th July.
GLASGOW and LIVERPOOL	"PAKLING"	18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	28th July.

HOMEWARDS.

For	Steamers	To sail
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	6th June.
*GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
*GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	20th July.
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th August.
*GENOA, MARSEILLES & L'POOL	"STENTOR"	20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

For	Steamers	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA	"YANGTSZE"	18th June.
	"KEEMUN"	19th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th May, 1905. [1

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail.
SHANGHAI	"HUPEH"†	6th June, at daylight.
MANILA	"TAMING"*	6th "
SHANGHAI	"FOOCHOW"†	8th "
SHANGHAI	"KIUKIANG"†	9th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"*‡	12th " p.m.
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"CHIHLI"	15th "
CEBU and ILOILO	"KAIFONG"*	17th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th June, 1905. [6

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 10th June, at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 17th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd June, 1905. [5

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"NORDPOL"	15th June.
"INDRAWADI"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 20th May, 1905. [11

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schuldt	June 8th, 1905.
"NICOMEDIA"	4,370	Wagner	June 26th, "
"NUMANTIA"	4,370	Brehmer	July 16th, "
ARABIA"	4,483	Metzenthin	August 6th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

12]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [18

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong, about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ...$4
Meals ...$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905. [17

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM,"
2,363 tons,

Captain H. D. Jones, will make a special trip EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:
From Hongkong at 9 A.M., arriving at Macao about Noon.
From Macao from 4 P.M. to 7 P.M. to suit tide, arriving at Hongkong about 3 hours after departure.

FARES:
First Class, Single $2.....Return $4
Second Class, Single $1.....Return $2
Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

NO CHITS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD,
Secretary.

Hongkong, 15th May, 1905. [529

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

	1905.	About
"SAGAMI"	6th	June, 1905.
"MONTROSE"	20th	June, "
"ST. HUGO"	15th	July, "

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th June, 1905

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	*CHOYSANG*†	...TUESDAY, 6th June, 3 P.M.
S'GAPORE, S'RABAYA & SAMARANG	*CHUNSANG*	...FRIDAY, 9th June, 3 P.M.
MANILA	*VUENSANG**	...FRIDAY, 9th June, 4 P.M.
TIENTSIN	*WOSANG*	.....SATURDAY, 10th June, 3 P.M.
S'GAPORE, PENANG & CALCUTTA	*NAMSANG**	...TUESDAY, 13th June, Noon.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 3rd June, 1905. [460

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"
1088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she make an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton		$3.00
Second " " " "		1.50
First class single journey	to Macao	1.00
	with Cabin	2.00
" " return "	to Macao	2.00
	with Cabin	3.00
Second " single "		80 Cents.
" return "		$1.50
Third " single "		30 "
" return "		50 "

Breakfast, Tiffin or Dinner $1 each only. Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. *Perseverance*.

For further information, apply to the Office of

YUK ON S. S. Co., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905. [523

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2 P.M. and on Sundays at 6 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, $1; Return, $2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of $2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged $3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 1st May, 1905 [14

GREAT NORTHERN STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE GREAT NORTHERN AND NORTHERN PACIFIC RAILWAY OF U. S. A.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
(Passing through the Inland Sea of Japan).

THE Magnificent New Twin-screw steamship

"MINNESOTA,"

Tons 20,718 Gross Reg., Captain J. H. Rinder, will sail on or about MONDAY, the 19th instant, at Noon,

Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.

This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS are carried at low rates to all points of U. S. A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 3rd June, 1905. [599

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above Ports, on SATURDAY, the 10th June, at Noon,

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th May, 1905. [550

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain R. F. Thomson, will be despatched as above, TO-MORROW, the 6th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 5th June, 1905. [612

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above Ports, TO-MORROW, the 6th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 5th June, 1905. [607

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR,"

Captain Webster, will be despatched as above on or about the 6th June.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd May, 1905. [585

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages 1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.
PAMPHLETS,
CARDS,
CIRCULARS,
EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road
Hongkong.

KOWLOON BOWLING GREEN CLUB.

PRESIDENT'S COMPETITION.

1st Round:—J. Parkes beat D. Harvey, J. Clelland beat A. R. Austin, J. C. Gow beat J. J. Sibbit, J. M. Henderson beat R. Whyte, R. Lapsley beat W. M. Deas, A. Kinross beat R. F. Hume, J. R. Wilson to play W. J. Russell, G. Haxten beat C. F. Focken, W. Taylor beat T. Petrie, R. H. Baxter beat Wm. Russell, Wm. Ramsay beat T. W. Robertson, G. R. Edwards beat S. Smith, W. J. Crawford Bye, G. Smith to play J. M. Ramsay and J. Galt Bye.

2nd Round:—J. Parkes v. J. C. Gow, J. R. Wilson or W. J. Russell v. A. Kinross, G. Smith or J. M. Ramsay v. W. J. Crawford, J. M. Henderson v. J. Clelland, Wm. Taylor v. G. Haxton, G. R. Edwards v. R. H. Baxter, R. Lapsley v. Wm. Ramsay, and Wm. Hutchison v. J. Galt.

VICE-PRESIDENT'S COMPETITION.

1st Round:—R. Whyte beat W. J. Crawford, G. Smith to play W. J. Graham, J. Galt beat Wm. Hutchison, J. Parkes beat Wm. Taylor, A. Kinross beat J. Hand, T. Petrie Bye, W. M. Deas beat Wm. Russell, J. C. Gow beat R. F. Hume, A. R. Austin beat R. H. Baxter, J. R. Wilson to play J. Clelland, W. J. Russell beat J. J. Sibbit, G. R. Edwards Bye, Wm. Ramsay beat C. F. Focken, G. Haxton to play J. M. Ramsay, S. Smith Bye, and D. Harvey beat R. Lapsley.

2nd Round:—G. R. Edwards, *v.* S. Smith, J. R. Wilson or J. Clelland, *v.* T. Petrie, R. Whyte, *v.* A. Kinross, G. Smith or J. W. Graham, *v.* D. Harvey, W. J. Russell, *v.* J. Galt, J. Parkes, *v.* W. M. Deas, A. R. Austin, *v.* J. C. Gow, G. Haxton or J. M. Ramsay, *v.* Wm. Ramsay.

This round to be completed by the 30th inst.

FREIGHT.

Messrs Lamke and Rogge write in their circular of 3rd inst:—The only material change in freights in the South has been a more active market and renewed chartering in the direction Saigon to the Philipines.

From Saigon to this, demand for tonnage during the fortnight has been practically nil, and no fixtures are reported locally. Rice is said to be coming in more freely of late in Saigon, but seems to be held so high in price there that importers here do not feel tempted to operate just now.

Negotiations for tonnage Saigon to Philippine ports have so far led up to the charters of three boats on basis of 31 cents per picul. More vessels are being inquired after for end of this month loading.

There has been some demand for a carrier to load at Rangoon for the Philippines; the business was, however, later reported fallen through in consequence of a sudden considerable rise in the price of rice.

With the exception of a fixture of a boat from Hongay to Penang, we have heard of no business in any of the other Southern markets.

As for Yangtze freights, the firmness ruling of late has unfortunately received a set-back. Inquiry for outside tonnage does still exist, but rates have somewhat declined. Last figures paid are: Wuhu to Canton 24 candareens, Wuhu to Swatow same.

Coal Freights:—Early in the fortnight a small amount of chartering has been done: Moji to Manila at $3. Meantime an action of vital importance, and a very embarrassing one for owners and charterers alike, has been the prohibition of coal export by the Japanese Government. It is, however, confidently expected that, since the disturbances in the political atmosphere have reached the present stage, the decree will soon be withdrawn,

Time business:—The charter is reported at private terms of Norw. s. s. *Promise*, steamer being intended for special trade.

The chief event of the fortnight has undoubtedly been the result of the recent naval engagement between the Japanese and Russian Squadrons, an event which cannot fail to indirectly have an effect on freighting matters before very long, though at the present juncture of affairs it is, of course, extremely difficult to foreshadow what exactly will take place in regard to shipping up North and in particular as to how rates will shape. That the presence of the Baltic Fleet in Eastern waters has been a menace to shipping in the South and would also have proved such up North, had that Fleet been allowed to proceed farther, is beyond dispute. Now that this menace is lifted and the Russian naval power has been crushed, there is no longer any hindrance to the ordinary coasting trade, and a more lively business in various directions may be looked for. In the first place, the changed state of affairs should give an impetus to fresh chartering from Saigon to Japan ports, and further the trades Hongkong/Japan and Formosa/Japan should benefit by it. As far as the North is concerned, much, of course, depends upon how long hostilities on land will be in progress yet, before peace is concluded; but it is asserted in a well informed quarter, that, whatever the further developments of the war may be, an over-abundance of tonnage is not likely to make itself felt for some time yet, since the Japanese Authorities do not intend to release any of the transports they have under engagement, before the end of the year.

Sailers:—No fresh charters have been reported.

Sail-tonnage loading or to load.—For Baltimore and New York.

American ship *A. G. Ropes*, arrived 16th March.

Disengaged:—British ship *Deccan*, 1,835 tons, British bark *Jordan Hill*, 2,176 tons.

Departures:—*West York*, May 21st for Rajang. British ship *Travancore*, May 31st for Port Angeles.

THE INCIDENCE OF DISEASE IN HONGKONG.

BY WILLIAM HUNTER, M.B., C.M. Aberd.

Government Bacteriologist, Hongkong.

[*Continued from page 5.*]

TYPHOID.

The incidence of *typhoid fever* amongst the Chinese population of Hongkong is difficult to estimate. Europeans frequently suffer from the disease. With the Chinese, however, the information regarding the disease is meagre. Typhoid is a disease of insidious onset. The Chinese residents of Hongkong, should they feel sick, quickly leave the Colony "for their country." Thus it becomes a matter of extreme difficulty to obtain accurate results in regard to the prevalence of enteric fever amongst the natives. We have no records of any value in the Chinese hospitals in Hongkong. Again, the natives rarely enter a hospital but "to die." *Post-mortem* examination of hospital cases is avoided as much as possible in deference to the religious feelings of the people.

At the public mortuary, however, excellent opportunities of studying the incidence of disease are obtained. During the past year a number of cases of typhoid fever have been found by *post-mortem* examination. A detailed account of the results obtained is published in the Annual Report of the Government Bacteriologist of Hongkong for 1904. It shows that enteric fever is by no means a rare disease amongst the Chinese. It occurs as frequently in adults as in children, and further, the theory of acquired immunity from typhoid in childhood is not supported by the evidence obtained by actual *post-mortem* examination.

TUBERCLE.

The Chinese would appear to be extremely susceptible to *tubercular disease*. Throughout Hongkong tuberculosis, in its various manifestations, is rampant. Tubercular meningitis is rare, but acute generalised tuberculosis in young children, and phthisis in young adults and the wage-earning population, are widespread, and contribute largely towards the annual mortality. Again, the course of tubercular infections amongst the natives is much more acute than that found in Europeans. At the public mortuary where over 2,000 autopsies are held annualy, types of tubercular disease are found which, in their severity and distribution throughout the body, exceed even the most pronounced cases of the disease met with in Europe.

VENEREAL DISEASE.

The ravages caused in China through *venereal diseases* are very apparent in Hongkong. In China no efforts are made to control these diseases, and they become a terrible scourge to all classes of the population. Indeed, for certain districts the term "generalised syphilisation" would be correct. *Post-mortem* evidence of syphilis is quite common, and gummata and varicous aneurisms are occasionally found.

DIARRHŒA AND DYSENTERY.

Diarrhœal disorders are extremely common in Hongkong. In infants and children diarrhœa accounts for a considerable annual death-rate. In adults, native or European, this symptom of so many affections is prevalent and frequently a very disturbing factor in the life of the Hongkong resident. Amongst the Chinese disorders of this nature abound, and are due to ordinary causes, *e.g.*, ignorance, improper feeding, unhygienic surroundings, and the like. One may truly say, after a study of the Eastern native, that the determination of the incidence of this class of disease depends upon the geographical distribution of education in the factors productive of normal physiological processes of health. *Dysentery* is also common in Hongkong. It prevails mostly in chronic form and does not figure largely as a direct cause of death. I cannot agree with Clemow, who states that it is one of the commonest diseases under treatment at the Government Civil Hospital in Hongkong. Cases are frequently recorded, but not in excess of other common diseases.

RESPIRATORY DISORDERS.

Respiratory diseases account for 20 to 30 per cent. of the total Chinese deaths in Hongkong. Bronchitic affections are frequently found to be the causes of death in children and adults. Amongst Europeans pneumonia is not common.

Cases of *liver abscess* are met with. Its incidence is far below that of Cochin China, where the disease accounts for nearly 4 per cent. of the mortality from all causes. In Hongkong it is about as frequent in native as in Europeans.

On the mainland and in Canton *leprosy* abounds, but little of the disease is seen actually in Hongkong. The neighbouring provinces of Kwang-tung and Fokien are described as the cradle of the disease in China.

Blackwater fever is never seen in Hongkong.

Typhus fever must be regarded as extremely rare in the Colony. It exists, however, in the neighbouring Chinese provinces.

Sprue is said to be common in China. Few cases, however, reach the hospitals in Hongkong. *Biliary calculi* are also rare.

Cerebro-spinal fever is only occasionally met with, and *measles*, *scarlet fever* and *chicken-pox* are scarcely ever in evidence, unless imported. In more northern latitudes, however, *e.g.*, Shanghai, such diseases prevail as in Europe.

Diphtheria accounts for very few cases per annum. It is usually imported from some neighbouring seaport.

Whooping Cough occurs, but the disease is milder in type than in Europe.

Rickets is one of the rarest diseases in Hongkong. Most Chinese babies are breast fed. They live amongst filth, and many children rarely breathe pure air. The staple food of the native is rice, with bits of fish and meat, and the children as well as the adult look upon their meal hours as the events of the day. Unhygienic surroundings would not appear to be of such importance as deficient and improper food in the production of this condition.

Acute articular rheumatism is very rare in Hongkong. Varieties of chronic rheumatism are amongst the Chinaman's greatest afflictions.

Amongst the Chinese in Hongkong *atheroma* is general. It would appear to begin early in life. Almost every Chinese cadaver over twenty to twenty-five years of age shows marked atheroma and arteriosclerosis.

The foregoing details are simply the records of my experience of the incidence of disease in Hongkong. It is by no means complete. Medical diseases only have been considered. The facts pertaining to the incidence of surgical and skin diseases, &c., can well be left for consideration in a separate contribution.

Again, such an account of the prevalence of different diseases in Hongkong can have no finality. At the present day there can exist no classification of disease on a geographical basis. I trust, however, that in the foregoing account of our diseases in Hongkong I have given a fair representation of the incidence of these diseases and the facts bearing upon their pathology.—*Journal of Tropical Medicine.*

Shipping.

Arrivals.

Arrived: Rickmers, Ger s.s., 1,020, H. Kohn, 3rd June,—Bangkok 28th May, Rice.—M. & Co.

Petrarch, Ger, s.s., 1,252, C. Ahrens, 4th June,—Saigon 31st May, Rice and Gen.—S., W. & Co.

Samsen, Ger. s.s., 998, F. Richwaldt, 4th June,—Bangkok via Kohsichang 29th May, Rice.—M. & Co.

Kamor, Nor. s.s., 979, S. F. Muus, 4th June,—Chinkiang 29th May, Oil and Rice.—Mr. A. Burne.

Carl Diederichsen, Ger. s.s., 769, H. Schlaikier, 4th June,—Haiphong 1st June, and Hoihow 3rd, Gen.—J. & Co.

Lydia, Ger. s.s., 457, R. Richles, 4th June,—Hamburg 9th April, Gen.—Order.

Sierra Lucena, Br. ship, 1,628, E. Vooght, 4th June,—Cardiff 10th Dec., Patent Fuel.—Government.

Signal, Ger. s.s., 907, A. Bendixen, 4th June,—Bangkok 29th May, Rice.—J. & Co.

Sithonia, Ger. s.s., 4,250, Th. Hildebrandt, 4th June,—Hamburg and Singapore 30th May, Gen.—H. A. L.

Willehad, Ger. s.s., 4,761, Ph. Obenauer, 5th June,—from Sydney, Gen.—M. & Co.

Ping Suey, Br. s.s., 4,149, E. Warrall, 5th June,—Shanghai 31st May, Gen.—B. & S.

Yuensang, Br. ss., 1,128, P. H. Rolfe, 5th June,—Manila 2nd June, Gen.—J., M. & Co.

Hue, Fr. s.s., 705, Godineau, 5th June,—Quang-chow-wan 4th June, Gen.—A. R. M.

Daphne, Nor. s.s., 988, M. C. Bjoness, 5th June,—Karatsu 28th May, Gen.—Mr. A. Burne.

Tiger, Ger. gunboat, 902, Deimling, 5th June,—Foochow 3rd June.

Clearances at the Harbour Office.

Giang Bee, for Amoy.
Ilha Verde, for Macao.
Anghin, for Bangkok.
Kamar, for Canton.
Kwanglee, for Shanghai.
Paul Beau, for Canton.
Sagami, for Singapore.
Kwongchow, for Canton.
Domenico, for Quang-chow-wan.
Tak Hing, for West River.
Haitan, for Swatow.
Hermann Mensell, for Nagasaki.
Yingking, for Macao.
Wo Kwai, for West River.
Hupeh, for Shanghai.
Commillo, for Kobe.
Wingchai, for Macao.
Chukong, for West River.

June 4.

Ardova, for Kutchinotzu.
Hanoi, for Hoihow.
Kamor, for Canton.

June 5.

Haitan, for Coast Ports.
Giang Bee, for Amoy.
Madeleine Rickmers, for Bangkok.
Hongwan I. for Amoy.
Kwanglee, for Shanghai.
Bullmouth, for Hankow.
Forsteck, for Samarang.
Ichang, for Shanghai
Tjipan, for Shanghai, &c.
Hupeh, for Shanghai.

Passengers arrived.

Per *Petrarch*, from Saigon—152 Chinese.

Per *Yuentang*, from Manila—Mr. and Mrs. Louis Esteban, Mr. and Mrs. Chua Gui, Mr. Antonio Chuyco, Messrs. J. Shea, A. J. Walton, F. Forbes, E. H. Freaker, F. B. E. Garcia, J. Richter, 28 Chinese, and 15 Filipinos.

Per *Willehad*, from Sydney—Messrs. E. Lipper, K. Jackenouchi, Dr. H. Huchs, Mr. O. Monckton, Mr. and Mrs. J. Tirelli. From Brisbane—Messrs. E. Laengner and Albert Will. From Matupi—Messrs. See Blockhins, H. Garneross, H. Hermnen Mundt, H. Alp, Bildat and H. Keydel From Herbertshohe—Prof. Dr. Guslar Tritsch. From Fried. W. Hafen—Mr. Leidecke.

Shipping Report.

Str. *Signal* from Bangkok:—Fine weather, and moderate sea throughout.

Str. *Yuensang* from Manila:—Light variable winds, fine weather, smooth sea.

Str. *Ping Suey* from Shanghai:—Thick fog off Yangtsze River, otherwise fine.

Str. *Sierra Lucena* from Cardiff:—Light winds, and calms throughout greater part of passage, showery in China Sea, also one waterspout.

Vessels in Port.

STEAMERS.

Aragonia, Ger. s.s., 5,098, R. Schuldt, 27th May,—Portland, Or. 20th April, Gen.—P. & A. S. S. Co.

Buford, Am. transport, 5,003, Hall, 29th May,—from Manila.

Catherine Apcar, Br. s.s., 1,730, A. Stewart, 29th May,—Calcutta 13th May, Penang and Singapore 24th, Gen.—D., S. & Co., Ld.

Chowfa, Ger. s.s., 1,055, F. Spiesen, 1st June,—Bangkok 27th May, Rice.—B. & S.

Helene, Ger. s.s., 771, J. Jessen, 2nd June,—Hoihow 1st June, Sugar Gen. and Cattle.—J. & Co.

Kohsichang, Ger. s.s., 1,292, C. Gosewisch, 1st June,—Bangkok 20th May, Rice.—B. & S.

Macquaire, Br. s.s., 2,073, St. John George, 25th April,—Moji 21st April, Coal.—G., L. & Co.

Mandal, Nor. s.s., 1,001, Erichsen, 29th May,—Haiphong 26th May, Gen.—S., W. & Co.

March, Br. s.s., 1,235, Mothersdale, 28th May,—Cardiff 23rd Mar., Coal.—A., K. & Co.

Petchaburi, Ger. s.s., 1,375, G. Hillmann, 2nd June,—Bangkok via Swatow 25th May, Rice.—B. & S.

Pundua, Br. s.s., 2,156, C. J. Swanson, 1st June,—Rangoon via Straits and Singapore 27th May, Gen.—J., M. & Co.

Sagami, Br. s.s., 2,674, F. J. Littlehales, 3rd June,—Amoy 1st June, Gen.—D. & Co., Ld.

Scottish Hills, Br. ship, 1,998, Blackmore, 2nd June,—Cardiff 14th Jan., Paten. Fuel.—Admiralty.

Taishan, Br. s.s., 1,121, J. T. Laing, 30th May,—Saigon 26th May, Gen.—B. & Co.

Taming, Br. s.s., 1,350, A. W. Outerbridge, 2nd June,—Manila 31st May, Gen.—B. & S.

Telemachus, Br. s.s., 1,340, J. Williamson, 26th May,—Saigon 20th May, Gen.—Chinese.

Themis, Nor. s.s., 1,209, T. Thomassen, 2nd June,—Kobe via Moji 27th May, Gen.—Mr. Tam Yok Chun.

Thyra, Br. s.s., 2,254, Bainbridge, 31st May,—Saigon 26th May, Rice.—Order.

SAILING VESSELS.

A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar.,—Philadelphia 16th Oct., 1904, Case Oil.—S. O. Co.

Combribarrk, Br. 4-masted ship, 2,151, George, 2nd June,—Cardiff 2nd Jan., Coal.—Government.

Deccan, Br. ship, 1,836, E. Gale, 13th May,—New York 22nd Nov., 1904, Case Oil.—S. O. Co.

Jordan Hill, Br. 4-masted bq., 2,776, G. N. Kennedy, 30th May,—New York 1st Dec., 1904, Case Oil.—S. O. Co.

Lawhill, Br. 4-masted bq., 2,742, J. C. Jarvis, 3rd June,—New York 27th Jan., Case Oil. S. O. Co.

Travancore, Br. ship, 2,217, Harges, 30th April,—Cardiff 5th Sept., Patent Fuel.—Government.

Steamers Expected.

Vessels	From	Agents	Due
Korea	Shanghai	P. M. Co.	June 6
Bayern	Shanghai	M. & Co.	June 6
Ambria	Singapore	H. A. L.	June 6
Darmstadt	Singapore	M. & Co.	June 7
Java	Singapore	P. & O. Co	June 10
Emp. of India	Japan	C. P. R. Co	June 12
Coptic	Japan	O. & O. Co	June 12
Rhein	Colombo	M. & Co.	June 12
P. Waldemar	Sydney	M. & Co.	June 19
Tartar	Vancouver	C. P. R. Co	June 20
Nicomedia	Portland	P. & A. Co	June 26

Hongkong & Whampoa Dock Returns.

City of Birmingham	at	Kowloon	Dock
Ibadan	"	"	"
Buford	"	"	"
Kiangtung	"	"	"
Crusader	"	Cosmopolitan	"
Aragonia	"	"	"

Ships Passed The Canal.

Outward—2nd May—*Priam*. 6th May—*Kolpino*. 9th May—*Marionethshire*, *Oopack*, *Ambria*, *Shimosa*, *Goldmouth*. 16th May—*Java*, *Mazagon*, *Darmstadt*, *Eldsvold*, *Prinz Eitel Friedrich*. 19th May—*Oceanian*, *Prometheus Pyrrhus*, *Drusar*, *Inkula*, *Labuan*. 23rd May—*Silesia*. (German) *Alcinous*, *Ecclesia*, *Bechuana*. 26th May—*Ajax*, *Formosa*. 30th May—*Jelunga*, *Khalif*, *Sachsen*, *Norden*, *Theodor Wille*, *Picqua*, *Auchenblae*.

Homeward—12th May—*Machaon*, *Suevia*. 23rd May—*Barotse*. 26th May—*Armand Ceylon*, *Behic*. 30th May—*Kaisow*.

Arrivals at Home—2nd May—*Persia*, *Ras Issa*, *Satsuma*, *Tourane*. 6th May—*Keemun*, *Sambia*. 9th May—*Pak Ling*, *Benledi*. 12th May—*Malacca*, *Achilles*. 16th May—*Swanley*, *Tonkin*, *Richmond Castle*. 19th May—*Antenor*, *Prinz Heinrich*. 25th May—*Manila*. 26th May—*Marquis*, *Bacquehem*, *George*, *T. Hay*. 30th May—*Benglos*.

Post Office.

A Mail will close for:—

Haiphong—Per *Fri*, 6th June, 9 A.M.

Macao—Per *Heungshan*, 6th June, 12.15 P.M.

Singapore, Penang and Calcutta—Per *Catherine Apcar*, 6th June, 2 P.M.

Shanghai—Per *Chaysang*, 6th June, 2 P.M.

Manila—Per *Taming*, 6th June, 3 P.M.

Shanghai, Chinkiang and Wuhu—Per *Lydia*, 6th June, 3 P.M.

Kobe—Per *Themis*, 6th June, 4 P.M.

Swatow—Per *Emma Luyken*, 7th June, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Bayern*, 7th June, 11 A.M.

Macao—Per *Heungshan*, 7th June, 12.15 P.M.

Tsintau and Kobe—Per *Lyeemoon* 7th June, 3 P.M.

Kongmoon, Kumchuk, Shiuhing and Takhing—Per *Linlan*, 7th June, 3 P.M.

Kobe and Yokohama—Per *Sithonia*, 7th June, 4 P.M.

Keelung, Moji, Kobe, Yokohama and Portland, Or.—Per *Aragonia*, 8th June, 11 A.M.

Macao—Per *Heungshan*, 8th June, 12.15 P.M.

Shanghai—Per *Foochow*, 8th June, 3 P.M.

Singapore, Sourabaya and Samarang—Per *Chunsang*, 9th June, 2 P.M.

Manila—Per *Yuensang*, 9th June, 3 P.M.

Shanghai—Per *Kiuklang*, 9th June, 3 P.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 10th June, 11 A.M.

Manila—Per *Zafiro*, 10th June, 11 A.M.

Singapore, Penang and Bombay—Per *Capri*, 10th June, 11 A.M.

Tientsin—Per *Woosang*, 10th June, 2 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Changsha*, 12th June, 3 P.M.

Singapore, Penang and Calcutta—Per *Namsang*, 13th June, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, 13th June, 10.30 A.M.

Europe, &c., India, *via* Tuticorin—Per *Polynesien*, 13th June, 11 A.M.

Swatow, Wei-hai-wei, Chefoo and Tientsin—Per *Chihli*, 15th June, 3 P.M.

Manila—Per *Rubi*, 17th June, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Bengal*, 17th June, 11 A.M.

Cebu and Iloilo—Per *Kaifong*, 17th June, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 21st June, 10 A.M.

Frederick, Wilhelmshafen, Herbertshohe, Matupi, Sydney and Melbourne—Per *Willehad*, 27th June, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Caledonien*, 27th June, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Tartar*, 5th July, 9 A.M.

☞ Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtao, Sanbue, Kongmoon, Kumchuk, Samshui, Wuchow, and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Banks, C. W.
Baker, A. S.
Bingham, Mr. & Mrs. J. E. and child
Birbeck, R. J.
Bissell, W. S.
Bisney, S.
Bisney, Mrs.
Bisney, Miss
Blair, D. K.
Blokhuis, G. G.
Boggan, Mr. and Mrs. and infant
Bonner, E. A.
Bonthwick, Mrs. R. W. and child
Bowden, V. R.
Brighton, F. G.
Broughall, L.
Carter, W. L.
Chalmers, D.
Chambers, Mr. & Mrs H. K.
Clark, Hon. Dr. Francis
Clark, T.
Clegg, R.M., Eng. Lt. and Mrs. H. I.
Grolean, E.
Cunningham, G.
Damener, G.
Davies, F. O.
Davies, Mrs. J. T.
Deacon, F. B.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Downing, Mr. and Mrs. T. C.
Feamster, C. V.
Fletcher, R.
Fraker, E. H.
Frost, B. L.
Gay, V.
Gay, Miss
Glover, C.
Grant, A. W.
Grone, Dr. and Mrs. F.
Goveis, O. E.
Hall, Capt. T.
Hanron, J.
Harding, R.
Haslett, H. J.
Hurst, R.N., Engineer-Capt.
Innes, Capt. R.
Kempf, H. H.
Kerr, F.
King, Chas. G.
Kraay, C.
Laing, A. H.
Large, H. J. C.
Lewis, A. R.
Lewis, L. S.
Liebert, M.
Liebert, Mrs. M.
Little, C. A.
Luckie, A. R.
Luscombe, Miss
Mackay, C. H.
Magiott, Dr. O.
Marshall, J.
Merlus, Mrs. P. N.
McAran, T. P.
McGregor, Mrs.
Miller, P. L.
Moody, Mrs. J. L.
Moon, Mr. & Mrs. P. M.
Moore, Dr. W. B. A.
Morrison, Mrs.
Murray, E. H.
Newington, A. G.
Newton, Mr. and Mrs. H. S.
Nicoll, Miss
Offord Patey, Mrs. E.
Oliffe, O. C.
Pan, Mr. and Mrs. F. N. Le
Parers, P.
Parfitt, W.
Peake, W.
Rauney, F. O.
Rauney, Mrs. F. O.
Richler, J. P.
Roach, Mrs. J. S. and child
Rochet, L.
Schan, Col.
Scott, A. O.
Sherman, Mr.
Sherman, Mrs.
Silverstone, Mr. and Mrs. and family
Skinn, A. J.
Skott, C.
Smith, O. J.
Snewin, E. A.
Somerville, Geo.
Soper, C. H.
Stanley, H. H.
Stein, A. L.
Stewart, W. M.
Thomas, R. S.
Thornborrow, J.
Tirelli, Mr. & Mrs. T.
Tratman, D. W.
Trimnell, W. D.
Unbehaun, C. H.
Vickers, R. C.
Walton, A. J.
Watkins, Miss E.
White, F. C. W.
Williams, Miss
Williams, Mrs. C. J.
Woolmer, Mr. and Mrs. C. F.
Wright, Mr. and Mrs.
Zehrmann, F. C.

KOWLOON.

Davis, Dr. J. Leslie
Fleming, Dr. Henry C.
Eustace, Bert.
McCrae, D.
Price, Capt. and Mrs. O. L.

PEAK.

Adcott, E. F.
Beattie, A.
Beattie, M. P.
Bentwick, Capt. and Mrs. and children
Bornand, Mr. and Mrs.
Bourcheir, Mr. & Mrs.
Brown, Mr. & Mrs. D. E.
Clothier, A. N.
Cocks, Mr. & Mrs. A. E.
Dixon, Mr.
Dymock, Lieut. A.
Edwards, Mr. and Mrs.
Gales, Capt.
Hallingworth, Mr. and Mrs.
Harker, B. Brotherton
Hassan, Mr. and Mrs.
Haynes, Col.
Haseland, F. A.
Helsgaun, A.
Hett, Mr. and Mrs. F. Taget
Hudig, D.
Jeffries, H. U.
Joseph, Mr. and Mrs.
Josling, Major C. L.
Kaye, Major and Mrs.
Kelsall, Major & Mrs.
Louder, Mr.
Martin, R.
Meadus, Eng.-Comdr. and Mrs.
Mitchell, R.
Moxon, Mr. and Mrs. Herbert
Muelle, J.
Oliver, Mr. and Mrs.
Ollis, F. B.
O'Neil, J. L. Hugh
Painter, Maj. and Mrs.
Parry, Major
Paxton, Capt. H. W.
Phillips, Major
Piggott, Mr. and Mrs.
Pollock, K.C., Mr.
Rymer, Mr. and Mrs.
Sawer, Capt. and Mrs.
Sinclair, A.
Stokes, Mr.
Thomas, Mr.
Uffel, W. von
Vandin, Gordon
Vereker, Capt. and Mrs.
Watkins, R.E., Capt.
White, Dr. and Mrs. M. J.

CRAIGIEBURN.

Barnett, H. J. O.
Dann, G. H.
Gaskell, Mr. and Mrs.
Gray, S. H.
Kapteyn, B. D.
Lyons, F. W.
Marchant, Capt. and Mrs. and children
Smith, Mr. and Mrs. Grant
Smith, E. Grant
Smith, H. Percy
Webb, Mr. and Mrs. Montague
Wilson, Dr. Newell
Woodward, Mr. & Mrs. and children
Wright, Mrs. R. J. L. and children

OCCIDENTAL.

Bochelmann, L.
Chandler, Lieut.
Evenberg, Mrs. & son
Fisher, R.
Glasmann, G.
Haeltermann, B.
Hales, G. L.
Hanna, H. O.
Jahrling, Dr. and Mrs.
Jacob, T.
Johnsson, M. J.
Kegel, W. C.
Koyt, Dr.
Krill, Mr.
Lovegrove, L.
Lowe, Mr. and Mrs. J. C. and daughter
Moser, E.
Munro, Miss A.
Pennefather, Mrs.
Repenning, T.
Rinke, E.
Vesper, M.
Wagner, A.
Watson, Mr.
Watson, J. G.
Watson, H. A.
Wüst, G.

	June 4 at 10 a.m.	June 4 at 4 p.m.
Barometer	29.91	29.82
Temperature	84	83
Humidity	75	80
Rainfall	0.08	—

CHINA COAST METEOROLOGICAL REGISTER.

June 3rd, 1905, a.m.

		Bar.	Th.	Hu.	Wind	Wr.
Vladivostock	7 a.m.	—	—	—	—	—
Nemuro	10 a.m.	—	—	—	—	—
Hakodate	"	—	—	—	—	—
Tokio	"	—	—	—	—	—
Kochi	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshimara	"	—	—	—	—	—
Oshima	"	—	—	—	—	—
Naha	"	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—
Taihoku	5 a.m.	29.91	—	—	S	2
Taichu	"	29.91	—	—	—	0
Tainan	"	29.93	—	—	SE	4
Koshun	"	29.94	—	—	—	0
Pescadores	"	29.93	—	—	S	6
Weihaiwei	9 a.m.	—	—	—	—	—
Gutzlaff	"	29.89	82	87	S	1
Sharp Peak	6.30 a.m.	29.90	78	95	—	0
Amoy	9 a.m.	29.92	81	100	S	1
Swatow	"	29.92	93	88	SE	3
Canton	"	29.92	93	88	SE	3
Hongkong	10 a.m.	29.93	85	77	SE	2
Victoria Peak	"	—	—	—	S	2
Gap Rock	"	29.91	—	—	SSE	3
Macao	"	29.90	84	—	SE	1
Haiphong	"	—	—	—	—	—
Manila	"	29.92	86	65	W	2
Bacolod	9 a.m.	—	—	—	N	2
Iloilo	"	29.93	86	—	NE	2
Cebu	"	—	86	—	N	2
C. St. James	10 a.m.	—	—	—	—	—

June 5th, 1905, a.m.

		Bar.	Th.	Hu.	Wind	Wr.
Vladivostock	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—
Hakodate	"	—	—	—	—	—
Tokio	"	—	—	—	—	—
Kochi	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshima	"	—	—	—	—	—
Oshima	"	—	—	—	—	—
Naha	"	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—
Taihoku	5 a.m.	29.81	—	—	S	2
Taichu	"	29.82	—	—	—	0
Tainan	"	29.84	—	—	SE	2
Koshun	"	—	—	—	—	—
Pescadores	"	29.82	—	—	S	2
Weihaiwei	9 a.m.	29.66	80	—	W	2
Gutzlaff	"	29.79	67	100	NE	3
Sharp Peak	"	29.76	80	81	S	3
Amoy	6.30 a.m.	29.83	79	91	S	1
Swatow	9 a.m.	29.82	83	83	—	0
Canton	"	29.82	82	87	—	0
Hongkong	10 a.m.	29.82	84	75	SSW	1
Victoria Peak	"	—	—	—	S	6
Gap Rock	"	29.82	—	—	SSW	3
Macao	"	29.79	83	—	S	2
Haiphong	"	—	—	—	—	—
Manila	"	29.92	90	55	ESE	3
Bacolod	9 a.m.	—	—	—	N	1
Iloilo	"	29.89	84	—	NE	2
Cebu	"	—	86	—	N	1
C. St. James	10 a.m.	—	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	en route Weihaiwei
Albion †	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	16,500	Captain C. Wyndham	Singapore
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Hongkong
Astraea	cruiser 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Shanghai
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Mirs Bay
Charub	water tank and tug	390	—	300		Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory	Singapore
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Hongkong
Glory *	battleship, 1st class	12,000	16	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-v.	6,400	—	2,400	Captain E. F. B. Charlton	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Mirs Bay
Humber	storeship	1,640	—	800	Lieut. P. M. Riadore	Hongkong
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	Singapore
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Hongkong
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtsze
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	Hongkong
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	Mirs Bay
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. Kiddle	Hongkong
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Surveying
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Weihaiwei
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtsze
Taku	torpedo boat destroyer	250	6	6,500	Lieut.-Commander G. H. H. Holden	Hongkong
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Vengeance	battleship, 1st class	12,950	16	13,500	Rear-Admiral C. H. Adair	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.
† Flag of Rear-Admiral the Hon A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Hongkong
Avalanche	river gunboat	140	5	150		Haiphong
Baionnette	river gunboat	—	—	150		Saigon
Caronade	river gunboat	—	—	150	Lieut. Hue	Saigon
Casse-tête	river gunboat	140	5	150		Saigon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allnire	Baie d'Along
Décidée	gunboat	645	10	1,000	Lieutenant L'Eost	Haiphong
Descartes	cruiser	3,985	14	5,500	Commander Amet	Saigon
Estoc	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Cotoni	Haiphong
Fronde	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Guichen †	protected cruiser	—	—	—		Saigon
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	508	Lieut. Corlouer	Haiphong
Javeline	destroyer	307	—	300	Commander Sagot-Duvauroux	Haiphong
Kersaint	cruiser	1,350	7	2,200	Commander Simon	Chemulpo & Shai
Lynx	sub-marine	—	—	—	Armbruster	Saigon
Montcalm *	armoured cruiser	9,700	12	19,600	Capt. Duval	Baie d'Along
Mousquet	destroyer	307	7	6,500	Lieut. Prat	Baie d'Along
Olry	river gunboat	—	—	—	Lieut. Grellier	Chungking
Peiho	gunboat	—	—	—	Lieut. Lavissière	Tongku
Pistolet	destroyer	307	7	6,500	Lieut. de Reinach-Werth	Baie d'Along
Protée	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Redoutable	batt

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN,"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 13th June, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *CALEDONIEN*.....27th June.
S.S. *OCEANIEN*.....11th July.
S.S. *TOURANE*.....25th July.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th May, 1905. [7

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL,"

Captain G. Philipps, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 17th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Britannia*, 6,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Caledonia*, due in London on the 30th July.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 3rd June, 1905. [2

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Pleiades †	3,753	F.G. Purington	At June 30
Shawmut	9,606	E. V. Roberts	„ July 12
Tremont	9,606	T. W. Garlick	„ Aug. 8

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.
Hongkong, 23rd May, 1905. [8

For Sale.

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1903. 157

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$4.50 per Cask 375 lbs. net ex Factory.
$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th March, 1905. [50

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

20, QUEEN'S ROAD, Watson's Building. 511

THE WISE MAN BUYS A "SINGER"; IT'S TRUE ECONOMY.

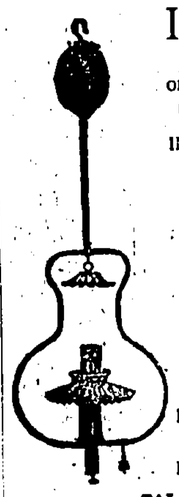
5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS.

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 25th March, 1905. [48

FOR SALE.



INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904 [54

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road. Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527

TO LET.

NO. 12, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th May, 1905. [537

TO LET.

A BUILDING at CAUSEWAY BAY, in present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORRTON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

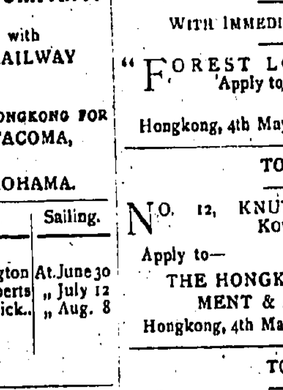
Hongkong, 30th March, 1905. 169

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE, DEPOT

GENERAL HOUSEHOLD REQUISITES &c., &c., &c.



FOR EASTMAN'S KODAKS, FILMS, AND ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 26th May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon. Later Alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT—RESERVE.	POSITION AS PER LAST REPORT—BALANCE BANKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	$125	$125	£1,000,000 $8,000,000 $250,000	$1,493,408	Div. of £1.10/- and bonus of £1 @ exchange 1/11 9/16=$3.16 for second half-year 1904	5½ %	$795 London £81.10/-
National Bank of China, Limited	80,925	£7	£5	$200,000	$21,768	$2 (London 3/6) for 1903	...	$37 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,400,000 81,738	$580,404	$17.50 for 1903	5½ %	$320 buyers
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$950,000 $151,912 $362,366 $371,445	Nil.	$4 for year ended 30.6.1904	7½ %	$64 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,850,000 £20,000 $372,749 $893,110 $846,773	$2,078,997	$35 for 1903	5 %	$695 sellers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 $37,704	$486,284	$12 and $3 special dividend for 1903	9½ %	$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $218,593 $2,241	$329,047	$6 dividend & $1 bonus for 1903	8½ %	$186 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,202,505	$369,372	$34 for 1903	11½ %	$300 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$5,000	$8,832	$1 for 1904	4½ %	$21½
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 $85,419	Nil.	$2 for year ended 30.6.1904	5½ %	$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $600,000 $158,444	$29,160	$1 for second half-year 1904	9½ %	$27 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=$5.38	4½ %	$102
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	{Tls. 2½ final making Tls. 4½ for 1904	7½ %	Tls. 58 sellers
Do. (Preference)	100,000			£400,000		{Tls. 1½ final making Tls. 3½ for 1904	7½ %	Tls. 48 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,116 $65,000	£58,852	Interim of 1/- (Coupon No. 5) for 1904	4½ %	23/-
"Star" Ferry Company, Limited	10,000	$10	$10	$24,257	$939	{$1.80 $0.90 for year ending 30.4.1905	5½ % 3½ %	$35 ex div. $27 ex div.
	10,000	$10	$5					
Straits Steamship Company, Limited	5,000	$100	$100	$400,000 $ 21,075 $130,153	$21,231	$10 for 1904	8 %	$130 buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1½ making Tls. 3½ for 1904	11 %	Tls. 30 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000	$42,812	Final of $15 making $25 for 1903	9 %	$221
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $85,987	$3 for 1897	...	$10 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2½ for year ending 30.9.04	4 %	Tls. 65 sales
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7½ buyers
Oriental Consolidated Mining Company, Limited	50,000	G. $10	G. $10	none	G $672,093	50 cents making G. $1 for 1904	5½ %	G $17½
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	$3½
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	$25	$25	$70,000	$8,577	$3.75 for 1904	11½ %	$33½ buyers
Hongkong & Kowloon Wharf and Godown, Co., Ld.	40,000	$50	$40	$58,473 $10,000 $300,000 $250,000	$29,423	Final of $2½ making $5 for 1904	4½ %	$103 buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$33,500	$498,289	{$6 dividend and $1 bonus for 2nd half-year 1904	6½ %	$202 sellers
Howarth Erskine, Limited	17,000	$100	$100	$60,000	.....	$10 div. & $5 bonus for year end. 30/6/04	5½ %	$270 buyers
New Amoy Dock Company, Limited	6,000	$68	$68	$55,500	$489	$1½ for 1903	6 %	$20 sellers
Riley Hargreaves & Co., Limited	6,000			$150,000	$40,936	{$10 div. and $2½ bonus $7 dividend for 1903	5 % 6½ %	$250 sellers $121½
Do. (Preference)	2,750	$100	$100					
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000 Tls. 487,710 Tls. 59,880	Tls. 48,153 Tls. 10,711	Tls. 5 interim for 1904/5	8 %	Tls. 160 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100			Final of Tls. 6 making Tls. 10 for 1904	6 2/5 %	Tls. 187½
Tanjong Pagar Dock Company, Limited	37,000	$100	$100	$2,100,000 Tls. 17,500	$206,645 Tls. 2,762	$20 for 2nd half year making $26 for 1904	6½ %	$395
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100			Tls. 18 for 1904	9½ %	Tls. 190
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	none Tls. 34,000	$9,989 Tls. 806	$2½ for year ended 30.6.1904	7½ %	$33 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 60	Tls. 8,000		Final of Tls. 5 making Tls. 9	6½ %	Tls. 140 sales
Central Stores, Limited	6,000	$15	$12	$20,000	$1,502	{Final of 60 cents making $1.80 for 1904	8½ %	$21 sellers
Do. (Founders')	123	$15	$12			{None	...	$10
Do. (New Issue)	24,000	$15	$7½			{Preferential of 7 per cent for 1904	7 %	$7½ sales
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,000 $10,000	$3,554	$5 for second half-year making $10 for 1904	7 %	$145 sellers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$37,875	Final of $6 making $12 for 1904	10 %	$122 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Tls. 2½ for the year ending 31.3.1905	13 %	Tls. 19 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$200,994 $50,000	$11,958	90 cents for 1904	7 %	$13 sellers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$377	$3 for 1904	7½ %	$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,766	{Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	6½ %	Tls. 120 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 5 for 1904	10½ %	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5½ %	Tls. 125 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	$50	$50	none	$1,247	Final of $1.70 making $3.20 for 1904	5½ %	$55 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	11 %	Tls. 37
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	none	$22,862	50 cents for the year ending 31.7.04	3 %	$16½ sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 37½
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 40
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 180
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	$200	$200	none	Dr. P. 2,584	$125 for year ending 30.6.1900	...	$100
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$91 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 %	Tls. 69 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	$100	$100	none	.....	First year	...	$125 sellers
Pell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	$51 buyers
Campbell, Moore & Co., Limited	1,200	$10	$10	$8,000	$1,182	$3 for 1904	8½ %	$36
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	7½ %	$13 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	7½ %	Tls. 65 sellers
China Light and Power Company, Limited	30,000	$10	$10	none	$3,739	None	...	$10
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$8,0000	$1,581	80 cents for 1904	9½ %	$8.60 buyers
Dairy Farm Company, Limited	25,000	$7½	$6	.....	.....	$1½ for year ending 31.7.1903	...	$17 sellers
Fraser and Neave, Limited	4,500	$50	$50	$112,500	$2,766	$5 div. and $2½ bonus for 1903	8 %	$96 buyers
Green Island Cement Company, Limited	100,000	$10	$10	$400,000	$95,054	$2 for 1904	7½ %	$26½ sellers
Do. (New Issue)	50,000	$10	$5	$25,000		{First Year	...	$17 sellers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$7,551	Final of $1½ making $2½	9½ %	$4.6 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	7½	$160 buyers
Hongkong Electric Company, Limited	30,000	$10	$10	none	$1,747	{$1.00 50 cents for year ending 30.4.1904	5½ % 4½ %	$17½ $11½ buyers
	30,000	$10	$5					$200
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	7 %	$242½
Hongkong Ice Company, Limited	5,000	$25	$25	$60,000	$5,356	Final of $13 making $17 for 1904	7½ %	$152 buyers
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$60,000	$11,137	$16 for 1904	7 %	$17 ex div.
Hongkong Steam Waterboat Company, Limited	15,000	$10	$10	$2,500	$299	{Final of 70 cts. and 50 cts. bonus making $1.50 for the year ended 30.6.04	11½ %	$135 buyers
Katz Brothers, Limited	10,000	$100	$100	$475,000	$3,400	$8 for 1904	6 %	$145 sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	Interim of $5	7½ %	Tls. 227½ sales
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 7½ paid 15.3.05	15 %	$23
Maynard and Company, Limited	3,400	$10	$10	none	.....	$2 for year ended 31.10.1904	9 %	Tls. 25 sales
Mondon, E. L. Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 5 for 1902	...	$54 sales
S. Moutrie & Company, Limited	4,000	$50	$50	$5,000	$832	{Final of $3 making $5 for the year ending 30.6.04	9 %	$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	None	Dr. $5,537	None	...	Tls. 122½ sales
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 14 for 1904	7 %	Tls. 80 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	8½ %	Tls. 165 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904	8½ %	Tls. 450 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	Tls. 17,220	Final 91/27/6 making 52/6 for 1904	4½ %	$80
Singapore Dispensary, Limited	600	$50	$50	$20,000	$1,769	$6½ for year ended 31.7.1904	7½ %	$25
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $39,020	None	...	$8 buyers
Steam Laundry Company, Limited	5,000	$ 5	$ 5	none	$3,644	65 cents for year ended 31.5.04	12½ %	$7½ buyers
	10,000	$ 5	$ 5			First year	...	$150 buyers
Straits Ice Company, Limited	2,000	$100	$100	$25,000	$709	$10 for second half year 1904	13½ %	$4½ buyers
Straits Trading Company, Limited	250,000	$10	$10	$150,000 $50,000	$84,813	{$1 div. and 35 cents bonus for half year ended 30.9.1904	6½ %	T.Tls. 100
Tientsin Native City Waterworks Company, Ld.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	Tls. 2 for half year	6½ %	T.Tls. 125
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1903/4	9½ %	$91 buyers
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$20,000	$180	{60 cents $1.70 for year ended 31.5.1904	12½ %	$180 buyers
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 $25,000	$6,096	{Final of 50 cents making $1.50 for 1904	8.8 %	$128 ex div.
William Powell, Limited	17,000	$10	$10	$1,000	$588	Interim of 50 cents for year 1904/1905	10½ %	$11½

Printed and Published by JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 8, Ice House Street, in the City of Victoria, Hongkong.